Draft Master Plan and

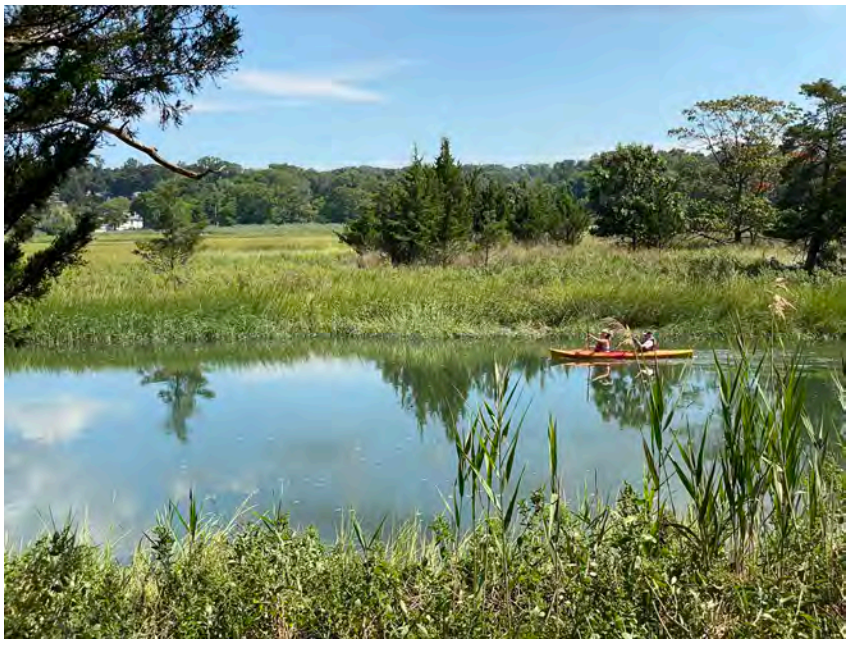
Draft Environmental Impact Statement

for

Nissequogue River State Park

Hamlet of Kings Park, Town of Smithtown
Suffolk County, New York

November 23, 2022



New York State
Parks, Recreation and
Historic Preservation

Draft Master Plan and Draft Environmental Impact Statement for

Nissequogue River State Park

Hamlet of Kings Park, Town of Smithtown

Suffolk County, New York

Prepared by:

The New York State Office of Parks, Recreation and Historic Preservation

November 23, 2022

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The creation of the Master Plan for Nissequogue River State Park is the result of a collaborative effort between the King's Park community, local and regional stakeholder groups and the Office of Parks, Recreation and Historic Preservation (OPRHP).

The Agency worked with and coordinated input from the following agencies and organizations: The State Historic Preservation Office, New York State Department of Environmental Conservation, The Nissequogue River Park State Park Foundation, The Town of Smithtown Planning Department, Preservation Long Island, The Shinnecock Nation, The Kings Park Heritage Museum and Preserve KPPC.

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ABRREVIATIONS USED

AMP	Archeological Management Plan
BCA	Bird Conservation Area
CBRS	U.S. Fish and Wildlife Service Coastal Barrier Resources System Area
CEHA	Coastal Erosion Hazards Area
CRIS	Cultural Resource Information System
DASNY	Dormitory Authority of the State of New York
DEC	New York State Department of Environmental Conservation
DEIS	Draft Environmental Impact Statement
DOE	Determination of Eligibility
DOS	New York State Department of State
DOT	New York State Department of Transportation
KPPC	Kings Park Psychiatric Center
LIPA	Long Island Power Authority
LIRR	Long Island Railroad
LWRP	Local Waterfront Revitalization Program
OMH	New York State Office of Mental Health
OPRHP	Office of Parks, Recreation and Historic Preservation
S/NRHP	State/National Register of Historic Places
NRSP	Nissequogue River State Park
NYNHP	New York Natural Heritage Program
NYS	New York State
RIN	Relative Index of Need
SCORP	State Comprehensive Outdoor Recreation Plan
SCSTP	Suffolk County Sewage Treatment Plant
SEQR	State Environmental Quality Review Act
SHPO	State Historic Preservation Office

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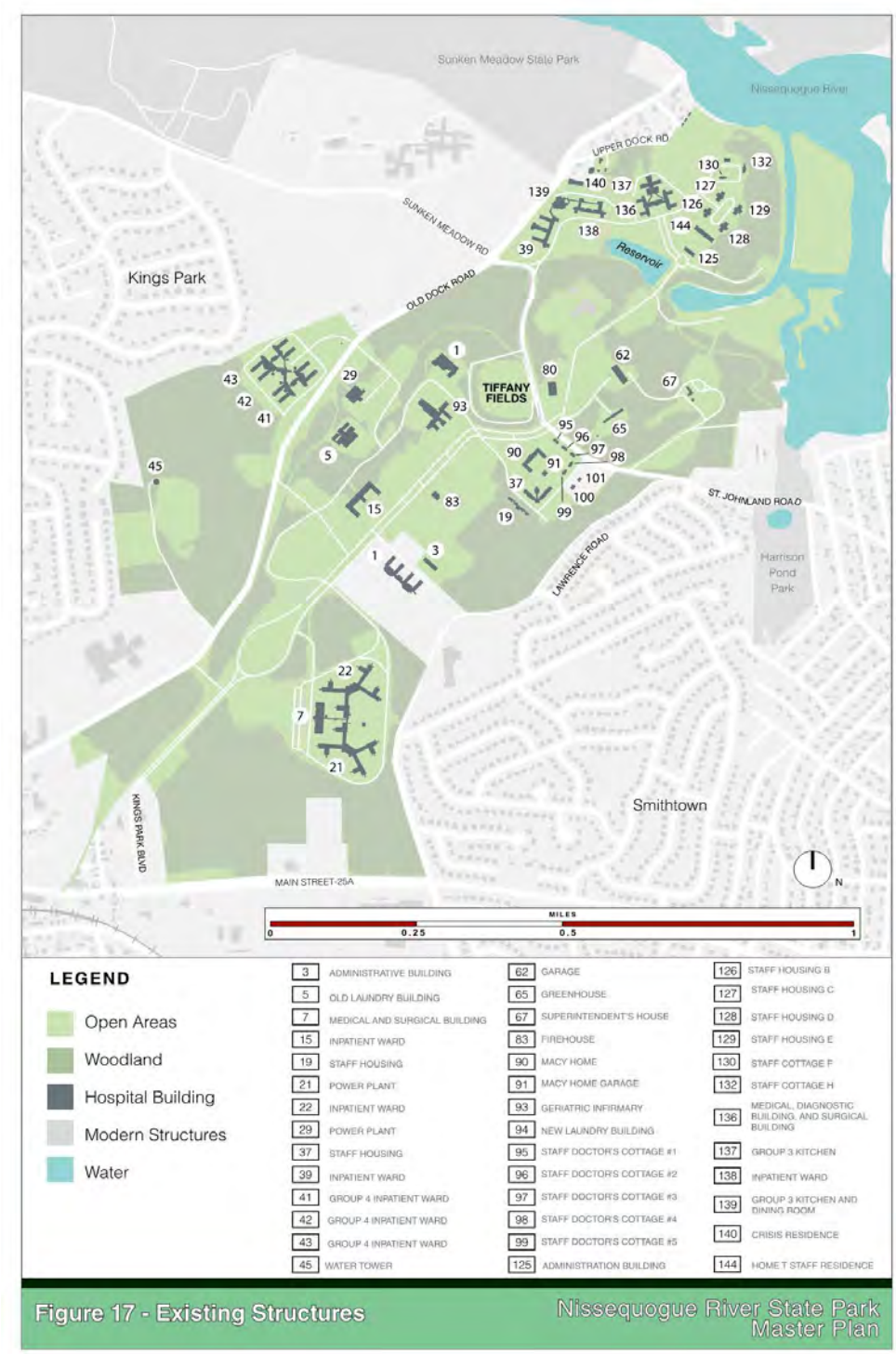
KEY MAP



Nissequogue River State Park site plan showing existing park boundaries and existing buildings utilized within the body of the document. (**See Appendix: iv. Table 8 for Building Numbers and Historic Names)**

EXECUTIVE SUMMARY

Introduction

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) is proposing to adopt and implement a Master Plan for Nissequogue River State Park (NRSP) to guide the transformation of the former Kings Park Psychiatric Center (KPPC) campus into a recreational destination. The NRSP Master Plan provides a framework for implementation of this transformation, prioritizes the creation of a new pedestrian- and bike-centered circulation system and weaves together unique habitats and interpretive landscape features that tell the story of the site's history.

This Draft Master Plan/Draft Environmental Impact Statement (DEIS) provides the opportunity for individuals, organizations, and other government agencies to participate in the park planning process. The Master Plan will provide a long-term vision for future park development that will help OPRHP meet park users' needs and honor the site's local history as a place of healing and as a social and economic anchor for the surrounding community. The adoption of the Master Plan is necessary to guide management and protection of natural, cultural, and historic resources at NRSP.

Virtual public information meetings were held on February 3, 2021, and a public information session was hosted in the park on October 27, 2021. In addition, four virtual focus group meetings enabled the public to participate in targeted discussions on ecology, active recreation, historic preservation, and programming. These meetings were held to gather information, concerns, and ideas from the community regarding re-imagination of the former hospital campus as an open-space resource. A Recreational Needs Assessment was performed between February 3 and February 17, 2021, with 1,653 respondents, 76% of which lived within ten miles of the park. (**See Appendix: vii. Public Outreach Summary)**

Park Background

NRSP is a 521-acre park located on Long Island's North Shore. The park was established in 2001. Many structures, roads, and landscape features remain from the former health institution. The site contains an array of natural areas and wildlife habitats, a designated Bird Conservation Area, wetlands, and access to the Nissequogue River, a state-designated recreational river. The park currently supports active programming, including soccer and boating, as well as various passive uses through a limited trail network and diverse array of open spaces, woodlands, and waterfront areas. (**See Figures: 0, 1, 2)**

The property today features a mix of developed institutional land formerly associated with the hospital campus; park facilities, including hiking trails, boat launches, a marina, and informal lawn areas; and undeveloped parkland with a range of natural habitats. Former KPPC buildings currently in use by the park include an administrative building (Building 125), a greenhouse (Building 65), and a garage (Building 62). (**See Figure 17)**

The park is used by visitors and neighborhood residents for walking, hiking, biking, flying model airplanes, bird watching, and waterfront access. NRSP is well-loved and well-used but in need of additional recreational amenities to expand its mission as a public park and to better serve the needs of the surrounding community. While OPRHP has undertaken select improvements in the northernmost portions of the park, NRSP has not had a comprehensive plan to guide its physical change from a former institutional campus to a contemporary local and regional recreational destination that honors its history. The NRSP Master Plan is being developed to provide a parkwide framework with implementable alternatives for this change.

OPRHP is currently undertaking a Marina Redevelopment Project at NRSP. The Marina Redevelopment Project is not included in this Project Description or the NRSP Master Plan DEIS; it is the subject of an independent environmental review.

Environmental Setting

NRSP is a 521-acre state park adjacent to the mouth of the Nissequogue River to the east and abutting Smithtown Bay and Long Island Sound to the north. The coastal areas of the park are designated by the NYS Coastal Management Program as a Significant Coastal Fish and Wildlife Habitat. A 55-acre portion of the park is designated as a New York State Bird Conservation Area. The park currently offers recreational opportunities to the surrounding communities of the hamlet of Kings Park and the Town of Smithtown. Patrons use the park for hiking, walking, bike riding, picnicking, and field sports. Most of these opportunities exist within the portion of the park closest to the waterfront. A marina within the park offers seasonal slip rentals, parking, and designated day launch for boats, kayaks, canoes, and paddle boarding.

NRSP contains a unique assortment of natural areas, spanning from its maritime waterfront and estuarine edges, forested slopes, and meadows, to more highly curated domestic landscapes formed by early settlement and the establishment of the KPPC. The wilder edges of the park serve as a frame to the inner core of a more curated remnant landscape of mature ornamental trees and lawns that once comprised the KPPC campus.

The perimeter of the park is defined by steep slopes of emergent meadow and mature and successional woodlands. These natural features create a buffer between the park and its immediate context, and a meaningful wildlife corridor connection between NRSP and adjacent regional parks along the Nissequoge River.

A unique feature of the park is its former role as the KPPC[1], which operated from 1885 to 1996. Fifty-two former hospital buildings and structures remain, some of which have been maintained or restored for park use or are in the process of being stabilized for future use. Additional infrastructure and landscape features remaining from the site's

[1] The hospital operated under several names throughout its history: The Kings County Farm and Asylum, which served as a satellite facility for the Kings County Lunatic Asylum in Brooklyn (1885-1895); the Kings Park branch of the Long Island State Hospital (1895-1904); the Kings Park State Hospital (1904-1974); and the Kings Park Psychiatric Center (1974-1996).

use as a hospital include roadways, plantings, a cemetery, a sports field, reservoirs, retaining walls, site grading, a water tower, and extensive underground utilities. In 2007, the New York State Historic Preservation Office (SHPO) issued a Determination of Eligibility (DOE) stating, "…that the remaining buildings of the former Kings Park Psychiatric Center in the Kings Park vicinity (Town of Smithtown), Suffolk County, New York, constitute a historically and architecturally significant district." State and National Register of Historic Places (S/NRHP) eligibility for the historic district, the boundary of which corresponded with the remaining former hospital campus, was cited in association with NRHP Criterion A, in the area of Health/Medicine, and Criterion C, in the area of Architecture, with a period of significance spanning from 1890 to 1960.

Architectural historians at Building Conservation Associates (BCA) conducted a survey of all extant buildings of the former KPPC campus between fall 2020 and fall 2021 as part of the overall research for the environmental setting portion of the Master Plan. BCA updated the 2007 building inventory based on their additional field investigations, and submitted the results to the SHPO, who independently evaluated the existing site conditions according to the National Register Criteria for Evaluation. Based on their review, SHPO issued a March 2022 clarification of the S/NRHP district status that simultaneously reversed the 2007 campus-wide DOE and established the S/NRHP eligibility of York Hall, Building 93, and 14 buildings that comprise the former Veterans' Memorial Hospital Unit (VMHU) in the northern section of the park. This change in State/National Register eligibility will be acknowledged and reflected in the draft and final Master Plan. Documentation regarding this clarification is available in the New York State Cultural Resource Information System (CRIS) at: https://cris.parks.ny.gov/

Agency Mission

Actions and recommendations in master plans developed for OPRHP facilities are guided by the mission of the Office of Parks, Recreation and Historic Preservation which is: "to provide safe and enjoyable recreational and interpretive opportunities for all New York State residents and visitors and to be responsible stewards of our valuable natural, historic, and cultural resources."

Nissequogue River State Park Vision and Goals

The Draft NRSP Master Plan proposes a unique state park destination that celebrates and re-imagines its long history of wellness and brings the park into the twenty-first century. This includes the creation of new active recreational facilities, the development of a multi-use trail network, and immersion in nature punctuated by select restored historic buildings repurposed in support of park programming.

The Master Plan also sets forth OPRHP's vision for operational enhancements, capital improvements, and park development over the next 15-20 years. The Plan provides comprehensive guidance for NRSP's long-term sustainable development and management by identifying programs and site uses that are appropriate to the park's unique environmental and its cultural and historic context.

The Master Plan identifies opportunities for strategic preservation and adaptive reuse of select former hospital buildings for future community programming. It will identify actions for OPRHP and stakeholder organizations that will further protect, preserve, and enhance areas of ecological significance, providing suggestions on how to adapt the site—including its shorelines and upland ecosystems—to address the impacts of climate change and ensure the site is able to continue to serve the community well into the future. The Plan will also strive to align its goals with those of the 2020-2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP), which has set statewide guidelines to improve visitors' experience through "Inclusivity, Diversity and Resiliency."

Overall, the Master Plan will work to achieve the following major goals:

- **Collaborate with community members:** Work with the local community and stakeholders to ensure that the planning process is inclusive and transparent. Encourage long-term park stewardship through early action projects and involvement in the master planning process.

- **Align the park development goals with those of the 2020-2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP**): Use the direction and

guidance found in the SCORP to help fulfill the agency's recreation and preservation mandates.

- **Protect and enhance the riverine and coastal environment:** Identify implementable measures to protect, preserve, and expand the park's relationship to the Nissequogue River, Smithtown Bay, and coastal shoreline. Ensure Master Plan goals and recommendations are consistent with other state and local plans and programs related to the park's riverine and coastal resources.

- **Enhance forested habitats:** Identify implementable measures to protect, preserve, and expand the park's emergent and mature forested areas. Reduce impermeable surfaces to facilitate aquifer recharge.

- **Propose strategic adaptive re-use of site buildings and features:** Develop recommendations for the strategic and targeted selection of existing buildings and assets for preservation and reuse in support of park programming. Create a KPPC Museum or center and support separate efforts to restore York Hall.

- **Develop sitewide strategies for interpretation of the site's unique past:** Incorporate interpretive elements within the fabric of the park landscape design from its earliest occupation by Indigenous tribes to the present day. Provide opportunities for education and interpretation of the park's historic, social, natural, and cultural resources.

- **Identify future park programs and necessary park improvements to support those programs:** Conduct a recreational needs assessment to determine which recreational resources are most needed for the town and region. Identify programs and uses that are compatible with the park's natural and cultural assets and fulfill the recreational needs of the surrounding community. Identify recreational opportunities for people of all ages and abilities.

- **Consider climate change:** Develop strategic actions to guide park development to increase resilience to the impacts of climate change. Plant climate-forward tree species. Support New York State's transition to green energy.

- **Evaluate overall park infrastructural needs:** Make recommendations for the upgrades to park infrastructure with long-term operation and maintenance considerations in mind. Provide park facilities to support a safe, clean, and sustainable environment that protects historic, natural, and cultural resources.

- **Create a parkwide circulation system:** Create a universally accessible parkwide circulation system prioritizing access and safety for pedestrians and cyclists. Propose traffic calming measures and grade-separated crossings to reduce conflicts between pedestrians and vehicles. Designate localized areas for vehicular access to park destinations and trails**.**

- **Create new recreational resources:** Identify community needs for active and multi-use passive recreational areas, fitness areas, play areas, and other open space amenities. Identify park areas best suited for the development of active and passive recreation.

- **Maintain and increase access to existing water-related recreational resources along the Nissequogue River Shoreline:** To meet recreational needs, provide and enhance access to waterfront resources and facilities such that they may be fully utilized by the public, while protecting historic and natural resources.

- **Evaluate the potential for land transfers, easements, and acquisitions:** Evaluate non-OPRHP-owned parcels abutting the park with the intent of creating uninterrupted recreational and natural areas. Explore possible connections to Sunken Meadow State Park. Where State acquisition is not feasible, the plan will consider exploring protective easements or voluntary stewardship with local

organizations. Explore transfer of jurisdiction for parcels under state or local ownership, but not under OPRHP.

- **Foster Partnerships for park programming and development:** Continue to foster partnerships with non-profit NRSP interest groups, schools, and state and local agencies. Collaborate with local stakeholders on the development of plans and proposals for public-private partnerships for park concessions that are compatible with the Master Plan.

Status Quo Alternative

The Status Quo for NRSP describes how the park would be used and operated today with no changes to the existing disused buildings and landscape. It would leave the former hospital campus infrastructure and buildings as they are and would maintain the current limited level of recreational amenities. Trespassing, vandalism and theft have led to an accelerated decline of building conditions, which present an enhanced threat of arson. If no action is taken, the degradation of buildings will continue.

No expansion or improvement to the landscape or parkwide circulation system would be made. The existing hike and bike trail, informal trails, and former hospital campus circulation system would remain in its current configuration.

2022 Master Plan Preferred Alternative

The Preferred Alternative for the NRSP Master Plan strikes a balance between historic preservation, expansion of recreational resources, and natural resource enhancement and protection.

Two distinct themes of alternatives were explored. The first level of planning protects natural resources, defines appropriate areas for the expansion of park programming, and creates a new circulation system connected by ample recreational assets. Actions

for the Preferred Alternative include both removals and adaptive re-use of former hospital buildings.

The second level of planning focused on contemporary park programming that celebrates the underlying history of the site. The Master Plan provides a more detailed alternatives analysis broken into four thematic park zones: Southern Fields, The West Farmstead, The Green, and The Bluff.

The Master Plan integrates all the proposed Preferred Alternatives as a single comprehensive document. A minimum of two alternatives, often more, were considered in the DEIS.

The first alternative is the Status Quo, or No Action, Alternative. Under this alternative, NRSP would continue to operate as it does now; there would be no changes to natural resources protection strategies, recreation resources, cultural and scenic resources, infrastructure, or facility management and operation. The changing demands on the park and its facilities would not be addressed, or impacts mitigated. Any improvements would be assessed on a case-by-case basis.

Additional alternatives explore proposed improvements to NRSP's recreational, cultural, and natural resources, and enhancements to its infrastructure to enhance park programming and operations. From these proposed actions, Preferred Alternatives were selected that best met OPRHP's mission, public feedback, and vision for NRSP. The collection of the Preferred Alternatives form the Master Plan that will provide a roadmap for future development and enable the park to meet the demands of its resources.

The following section identifies the potential impacts that could result from implementation of the Master Plan. Alternatives for each action were evaluated in the DEIS. Avoidance, minimization, and mitigation measures for potentially adverse impacts were discussed and organized under environmental resource categories such as land, historic resources, transportation, etc.

Actions for Natural Resource Protection and Enhancement

- Propose expansion of the Bird Conservation Area, especially adjacent to the Nissequogue River.
- Consider the coastline, coastal uses, and coastal issues that could enhance the watershed of the Nissequogue River and mitigate potential impacts on nearshore resources. Ensure vegetated upland buffer zones are established and protected to reduce water quality impairment from upland sources.
- Promote aquifer recharge by increasing permeable surfaces in formerly paved areas.
- Identify areas where forest expansion can connect existing forested habitats within the park. Identify areas that should undergo managed natural succession to encourage habitat diversity.
- Continue to use the existing Invasive Species Management Plan to control the spread of invasive species.
- Identify optimal areas for designation of grassland habitat and forest edges and in formerly disturbed areas. Consider habitat creation to support expansion of the Bird Conservation Area.
- Enhance the existing reservoir with native plantings and create strategic access in selective locations.
- Propose areas to be preserved and enhanced as a botanical garden and location for community horticulture.
- Provide recommendations for preservation of the mature ornamental tree canopy within the park interior.
- Connect proposed garden areas with areas historically cultivated during the early phases of the KPPC.
- Preserve and limit negative impacts to significant ecological communities (as defined by the New York Natural Heritage Program), including the low salt marshes along the Nissequogue River and its estuary.

- Align project goals to be consistent with state and local coastal management plans, including Smithtown's approved Local Waterfront Revitalization Program (LWRP).

Actions for Recreational Resource Expansion

- Propose locations for a range of active recreational needs, including health and fitness stations, equipment rentals, and seasonal recreation programming. Provide facilities for group gatherings and picnics.
- Improve access to the park's waterfront resources.
- Identify areas to expand active recreation with supporting amenities like shade structures, picnic areas, restrooms, and parks concessions.
- Define parkwide fitness trails for pedestrians and cyclists with appropriate signage, mile markers, bike racks and pumps, trailheads, meeting areas, etc.
- Provide active recreational facilities in the southern end of the park including a variety of amenities like sports fields.
- Identify locations for universally accessible playgrounds that offer engaging play opportunities for children of all abilities.
- Identify areas for dog parks and enclosed off-leash areas.
- Preserve open multi-use areas suitable for model airplane use and identify potential areas for alternative forms of active recreation.
- Provide opportunities for passive recreation in the core areas of the park for picnicking, relaxing, walking, and nature viewing.
- Provide trails and facilities that interpret the site's history of health and fitness and encourage physical wellness and activity.
- Align project goals to be consistent with state and local coastal management plans, including Smithtown's approved Local Waterfront Revitalization Program (LWRP) and Smithtown's Draft Comprehensive Plan.

Actions for Circulation

- Expand the existing Kings Park Hike and Bike Trail to form a continuous paved loop that enters the park from NYS 25A. Use the loop to better connect the northern and southern sections of the park that are currently bisected by St. Johnland Road.
- Ensure circulation plans consider emergency access and circulation for the site's public services.
- Implement a traffic and circulation plan that creates welcoming park entrances; manages public vehicular access; prioritizes park patron safety; and provides primary and secondary roads, maintenance and service roads, and visitor parking areas.
- Propose traffic calming measures along Old Dock Road and St. Johnland Road at pedestrian and cyclists crossing points between park parcels.
- Create a grade-separated crossing on St. Johnland Road.
- Remove former hospital campus roads that are redundant or interfere with planned park uses; review potential related impacts to community roads.
- Convert existing interior vehicular roads to multi-use park paths to enhance pedestrian, bicycle, and other non-motorized circulation throughout the park.
- Create a universally accessible path at the reservoir.
- Prioritize and include universal access in the development of new park amenities, especially between trailhead parking areas and new programmed buildings.

Actions for Waterfront Access & Protection

- Create a new connection to the Long Island Greenbelt Trail at northern end of the park and building districts.
- Propose reduction of redundant paths along the existing Long Island Greenbelt Trail that contribute to erosion and habitat degradation.
- Designate areas for kayak rentals.
- Improve access to the waterfront for water-dependent activities, pedestrians, and cyclists.

- Maintain access to the boat and kayak launch, docks, and boat slips according to the marina redevelopment project.
- Coordinate park Master Plan with proposed improvements to the marina; proposed improvements to the marina are considered as a future condition in the Master Plan.
- Propose Park paths that connect the marina to adjacent and complementary park amenities; proposed improvements to the marina are subject to an independent environmental review and will not be analyzed in the Master Plan/DEIS.
- Enhance passive recreational areas along the coastal shoreline, while protecting natural resources.

Actions for Infrastructure and Buildings

- Acknowledge National Register Eligible status of select buildings in the long-term park programming and development.
- Develop a set of targeted recommendations for the preservation and reuse of the site's historic and cultural assets, including select buildings, infrastructure, and landscape features related to the former KPPC, prioritizing buildings determined eligible for the National Register.
- Consider alternatives for building retention, including rehabilitation and re-use and stabilization until future needs and/or uses are determined.
- Implement measures to prevent theft, vandalism, and illegal entry into the buildings.
- Provide recommendations for the targeted removal of select buildings and infrastructure and strategies for appropriate mitigation and/or interpretation.
- Identify future park programming that is compatible with select extant buildings and meets the needs of the park and the surrounding community.
- Provide recommendations for the rehabilitation and adaptive reuse of York Hall, which is currently being stabilized.
- Identify an area, building, or collection of buildings for a KPPC interpretive museum and related functions (e.g., archives).

- Identify additional areas for maintenance facilities based on proposed park programming, especially programming related to active recreation and concession areas.
- Identify operational improvements to increase efficiency and decrease costs.
- Explore areas of the park that can support community use, private events, and concessions.
- Propose methods for parkwide interpretation. Create opportunities for interactive interpretation.
- Preserve, protect, and interpret the existing cemetery.

Actions for Outreach and Partnership Development

- Build capacity with local and regional friends' groups, including the NRSP Foundation, The King's Park Heritage Museum, Preservation Long Island, Preserve KPPC and the Kings Park Soccer Club.
- Foster partnerships to support recreational and cultural programming with local educational institutions.
- Maintain open lines of communication during park development with local and state elected officials and partner organizations.
- Identify opportunities for artistic and cultural partnerships for the operation of York Hall as a performance space and event venue.
- Identify potential partnership for a KPPC Museum and Education Center.
- Consider opportunities for interactive interpretation of the site's history.
- Increase engagement and consultation with Indigenous Nations and other stakeholder communities to shape interpretive content.
- Identify potential partnerships for a botanical garden area and community garden destination.
- Recommend private and public partnerships to preserve and utilize adjacent land parcels through land transfers, acquisitions, conservation easements, or other agreements.
- Identify existing and potential partners for active recreation programming.

- Identify potential outreach and partnership development that recognizes and champions the responsibility to uphold and progress the principles of inclusion, diversity, equity, and access.

Environmental Impacts

The implementation of the Master Plan will have an overall positive impact on the natural and cultural resources found within the park. The development of additional recreational resources will also have a positive impact on the local economy. High quality parks have been shown to generate substantial economic benefits to local communities through new infusions of visitor spending at local businesses, increased property values and property tax revenues, reducing healthcare costs for local residents, and economic benefits in the form of cleaner air and water.

Beneficial impacts of the Master Plan implementation include the rehabilitation and interpretation of select historic resources, improvements to patron safety, enhancement of recreational facilities and trails, improved access to the waterfront, and enhancement of existing ecosystems.

Beneficial impacts of implementing additionally include:

- Protection and enhancement of parkwide ecological systems.
- Increase in forest cover that will contribute to regional carbon sequestration.
- Expansion of meadow habitat that will benefit migratory ground nesting birds and pollinator species.
- Protection of scenic and historic resources.
- Improved access for the waterfront.
- Increase in public health through expansion of recreational opportunities.
- Expanded opportunities for hiking, biking, and running.

- Increased awareness of the social and natural history of the park.
- Increased access to people with disabilities.
- Improvements to historic buildings through rehabilitation, interpretation, and adaptive re-use.
- Increased opportunities for concessions and recreational programs.

The implementation of the Master Plan may have limited potential adverse impacts on natural and cultural resources of the park. Those impacts will be mitigated during the implementation phase.

Potential impacts of the Master Plan on natural resources include vegetation removal associated with construction and removal or management of invasive plant species. Most projects will be located away from sensitive habitats. Activities within the Bird Conservation Area may involve limited tree removal for the creation of paths or trailheads. Tree removals will be scheduled following the OPRHP Tree Removal Timing Guidelines for the Protection of Wildlife to protect bat and bird species.

Removal of existing buildings will have temporary impacts but long-term benefits. Building removals are recommended especially for larger, “ward” style buildings that do not lend themselves to adaptive re-use due to their size, condition, and configuration. New programming is proposed within the footprints of the former ward buildings that takes advantage of the grading and access routes carved out from site development.

The impacts of the Preferred Alternative include temporary impacts to noise and air during the demolition of extant buildings and roads to make way for new park program areas and trails. To mitigate the impacts of noise and dust during removals, OPRHP will require protocols during construction to minimize these effects on the park and immediate neighborhood. The removals are necessary for the transformation of the former hospital campus into a recreational destination. Overall, the implementation of the Master Plan will have a positive impact on the natural and cultural resources found within the park.

The impact of the implementation of Master Plan on archaeological resources is expected to be low. To minimize impacts on existing archaeological resources, the proposed expansion of trails and recreational areas were constrained to footprints of former buildings or previously cleared areas. Areas of potential archaeological sensitivity as outlined in the Phase 1A Archaeological Report were mapped and avoided where intensive park improvements are proposed. Implementation of individual projects should include further mapping and investigation where those projects overlap with areas of potential effect as defined in the Phase 1A report. When applicable, these projects will be reviewed by under statutory requirements of Section 14.09.

Steps to mitigate adverse impacts of the Plan include:

- Implement protocols for noise and dust control during demolition or construction activities.
- Minimize disturbance to existing natural systems by aligning the new park facilities and circulation systems within former buildings or road footprints; preserve existing trees and forested areas.
- Buildings deemed eligible for the national register of historic places will require mitigation. Create interpretative elements in the location of former KPPC buildings.
- Protect sensitive waterfront ecosystems by minimizing new trails, removing redundant trails, and improving existing stairs to minimize erosion on steeper slopes.

Actions pursuant to the Master Plan will result in a permanent change to the landscape. The design intent is to implement those changes in a sustainable manner that minimizes short-term negative impacts of construction and maximizes the long-term beneficial impacts of park improvements. The overarching design intent is to transform the car-centered former hospital campus into a pedestrian and bike-centered park within an immersive natural landscape.

Many of the existing buildings within the area deemed eligible as a historic district will require further study to develop recommendations that are manageable and compatible with future park planning goals.

Implementation Priorities

The implementation of the Master Plan can be carried out in distinct phases defined by the proposed program areas. Building demolitions will be critical to the expansion of new recreational assets while simultaneously expanding and protecting the site's extensive natural areas. Buildings proposed to remain for potential adaptive re-use will require action to reduce the attractive nuisance presented by the abandoned buildings. The proposed parkwide circulation system is designed so that the extension of the existing hike and bike trail and creation of parkwide connections can occur independent of the phased removals of buildings not proposed for retention or reuse.

The Master Plan proposes phased implementation of the Preferred Alternatives, prioritizing actions that remove the inherent hazards presented by underutilized buildings, improve site access, prioritize ecological restoration, and create new recreational assets. OPRHP has not developed detailed cost estimates for the proposed components. Cumulatively, improvements will cost tens of millions of dollars to implement. The pace and sequencing of recommended actions will be determined by the availability of funding (which is a function of the size of OPRHP's annual capital budget), the availability of staff, and the need to balance investments throughout the State Parks and Historic Sites system.

Partnerships

The relationships between non-profit organizations and OPRHP can strengthen ties to the community and provide a voice for advocacy and input as the Master Plan is implemented. Long-term public-private partnerships are key to the success of the proposed adaptive re-use of the select former hospital buildings identified for potential rehabilitation and programming.

Partnerships can include non-profit organizations that continue to advocate on behalf of the park and the community, and for-profit entities that would enter into lease agreements with OPRHP for proposed concessions such as the seasonal market, theater, or equestrian center.

The NRSP Foundation, Kings Park Heritage Museum, Preserve KPPC, and Preservation Long Island have all contributed valuable recommendations, historic information, and ideas to the current Master Plan.

CHAPTER 1- ENVIRONMENTAL SETTING

A. The Region

New York State is divided into 12 park regions. Eleven of these regions are under the jurisdiction of the Office of Parks, Recreation and Historic Preservation (OPRHP). The twelfth region is composed of the Adirondack and Catskill Forest Preserve and is administered by the Department of Environmental Conservation (DEC). Nissequogue River State Park is part of the Long Island Region. The Park hugs the north shore of Long Island where the Nissequogue River meets the protected cove of Smithtown Bay within the Long Island Sound.

B. Location and Boundaries

Nissequogue River State Park is a 521-acre park located in Kings Park, a hamlet in the town of Smithtown in Suffolk County, New York. A portion of the site contains the campus of the former Kings Park Psychiatric Center (KPPC), which closed in 1996. Many historic institutional buildings, in varying conditions, remain on site. The balance of the 521-acre site, surrounded by a wooded buffer, features recreational improvements such as the paved Kings Park Hike and Bike trail, soccer fields, a picnic pavilion, play area, and a connection to the Long Island Greenbelt trail. The site also features a well-used waterfront and diverse natural areas.

The park is accessible by the Port Jefferson branch of the Long Island Railroad (LIRR); Kings Park station is located immediately adjacent to the southwest corner of the park. It is also accessible via the S56 bus operated by Suffolk County Transit along East Main Street. Automobile traffic can access the park from the east and west via 25A (locally East Main Street), as well as from the south via Sunken Meadow Parkway. **Refer to Figures 00 – Regional Context and Figure 01 – Park Vicinity.**

Nissequogue River State Park is bounded to the north and northeast by the Nissequogue River estuary. The property is bounded to the east by Lawrence Road and to the south by East Main Street (also known as NYS Route 25A). The western edge of

the property is partially bounded by Old Dock Road, although two park parcels totaling approximately 75 acres are located west of Old Dock Road. This portion of the park abuts William T Rogers Middle School to the southwest, private residences to the west, and 50-acre wooded parcel owned by the Society of St. Johnland to the northwest. Large portions of the eastern and western borders of the park are fenced. **Refer to Figure 02 – Park Boundaries.**

C. Park Access

The primary means of access to the park is by automobile. Because multiple roads traverse the park, there are several points of entry into the park by car. Main vehicular access points to the site are located at the southern boundary of the park, at Route 25A and Kings Park Boulevard, and in the center of the park at the intersection of St. Johnland Road and Kings Park Boulevard. Secondary access is located at Flynn Road from Old Dock Road.

The paved Hike and Bike Trail enters Nissequogue River State Park adjacent to the Kings Park LIRR station, providing pedestrian and cyclist access to the park from the southwest. The trail extends approximately 1.5 miles into the park's interior and ends at Tiffany Field. The park is also situated on the Long Island Greenbelt Trail, a pedestrian and hiking trail which extends 31 miles across Long Island, connecting Heckscher State Park is in hamlet of East Islip to Sunken Meadow State Park in Smithtown. The portion of the trail within the Nissequogue River State Park roughly follows the park's shoreline from northwest to southeast.

There are several informal points of entry into the park, such as holes in perimeter fencing, that are used by pedestrians. These entry points typically connect to social trails through woodland areas around the park perimeter. **Refer to Figure 03 – Park Entrances.**

D. Adjacent Land Uses

The neighborhood surrounding Nissequogue River State Park is largely residential in character. The park is adjacent to many single-family homes on its western perimeter; it also abuts several schools. William T. Rogers Middle School and RJO Intermediate School adjoin the park in the southwest corner, and Kings Park High School is located across from the park on East Main Street (Route 25A). New Beginnings Preschool is situated on the opposite side of Lawrence Road, along the park's eastern perimeter.

There are also several parcels along the park's perimeter that, despite their locations partially within parkland, are not formally park property. These include an approximately 17-acre parcel along Lawrence Road, which is under the jurisdiction of the New York State Office of Mental Health (OMH), as well as a 9-acre cemetery to the west of Old Dock Road, currently under the jurisdiction of the Dormitory Authority of the State of New York (DASNY). An approximately 3-acre parcel north of the Post Office along East Main Street is also under the jurisdiction of DASNY but is currently managed as parkland. Finally, a 2.7-acre parcel under the jurisdiction of the fire district is situated to the south of St. Johnland Road, east of Kings Park Boulevard. **Refer to Figure 04 – Adjacent Land Uses.**

E. Socioeconomic Characteristics

American Community Survey 2019 5-year estimates were used to determine population size, median household income, racial demographics, and average age of the residents of Kings Park and adjacent hamlets and villages in Smithtown, New York.

Kings Park has an estimated 16,424 residents. The median household income is $100,110, and median age is 45.6 years. An estimated 90.6% of Kings Park residents identify as White alone; 4.2% identify as Asian alone. 2.8% identify as some other race alone, and 1.3% identify as two or more races. 1.1% of the Kings Park population identifies as Black or African American alone. Other races each comprise less than 1% of the population. An estimated 41.5% of the population holds a bachelor's degree or higher.

The hamlet of Smithtown, New York, is home to an estimated 26,260 residents. The median household income in Smithtown is $137,347, and the median age is 45.9 years. An estimated 93.9% of residents of Smithtown identify as White alone; 3.1% identify as Asian alone. 1.2% identify as some other race alone. Other races each comprise less than 1% of the population. An estimated 48.7% of the population holds a bachelor's degree or higher.

The hamlet of Commack has an estimated 36,953 residents, and a median household income of $138,098. The median age in Commack is 46.6 years. An estimated 92.2% of Commack residents identify as White alone; 4.5% identify as Asian alone. An estimated 1.6% identify as two or more races, and 1.4% identify as Black or African American alone. Other races each comprise less than 1% of the population. An estimated 51% of the population holds a bachelor's degree or higher.

The hamlet of Fort Salonga has an estimated 9,775 residents. The median household income is estimated at $158,041, and the median age is estimated to be 48.7 years. An estimated 97% of residents are White alone, and 1.2% are Asian alone. Other races each comprise less than 1% of the population of Fort Salonga. An estimated 59.5% of the population holds a bachelor's degree or higher.

Many park users do not reside in Smithtown. Approximately half of respondents to the Recreational Needs Assessment survey reported living outside of Smithtown. Seventy-five percent of total survey respondents live within 10 miles of the park in broader Suffolk County. The population of Suffolk County is estimated at 1.48 million, with a median household income of $101,031 and a median age of 41.5 years. Suffolk County residents are estimated to be 80.7% White alone, 7.8% Black alone, 5% some other race alone, 3.9% Asian alone, and 2.3% two or more races. All other races comprise less than 1% of the population. An estimated 36.3% of the population holds a bachelor's degree or higher.

In comparison, the estimated median age in New York State is 39.2 years, and the median household income is estimated at $72,108. New York's population is estimated to be 63.2% White alone, 15.9% Black or African American alone, 8.6% Asian alone,

8.6% some other race alone, and 3.3% two or more races. All other races are estimated to be less than 1% of the population each. An estimated 37.8% of New York State residents hold a bachelor's degree or higher.

F. Recreational Needs Assessment

The below information about park users was collected from a Recreational Needs Assessment survey conducted in February 2021. The survey received 1653 responses over a two-week period. Fifty-one percent of respondents lived in Smithtown; 76% of respondents reported living in a zip code within 10 miles of Nissequogue River State Park. Residents of Suffolk, Nassau, Queens, Kings, New York, Westchester, Rockland, Sullivan, Albany, and Brockport counties reported visiting Nissequogue River State Park within the past year. **Refer to Figure 05 – Recreational Needs Assessment Survey Responses.**

Among survey respondents that have visited the park in the past year, most reported visiting the park more on weekends (49%) than on weekdays (39%) or holidays (13%). This trend was reflected among both Smithtown residents as well as residents that live outside Smithtown. The majority of survey respondents (58%) indicated that they spend between one and three hours at the park when they visit; 30% of respondents reported spending between 30 minutes and one hour at the park when they visit. The majority of respondents that visited the park in the past year reported visiting the park via car (92%), followed by on foot (20%) or by bicycle (15%). Very few used public transit, such as a train or bus, to access the park (<1%).

Among survey respondents that have visited Nissequogue River State Park within the past year, the most popular activities at the park are walking or hiking (80%), relaxing (50%), sightseeing (30%), cycling (29%), and dog walking (27%). Most survey respondents that have visited the park in the past year reported that they do not participate in organized group activities at the park (52%); 16% reported participating in picnics, 10% in group running events, 10% in special events (such as festivals, tournaments, and educational events), and 9% in group cycling or cycling events. The

low rates of group activity participation may be due in part to the ongoing COVID-19 pandemic, which limited group events and gatherings.

The top five activities that respondents wanted to see made available or expanded at Nissequogue River State Park were walking/jogging (57%), outdoor events and performances (47%), cycling (43%), non-motorized boating or paddling (40%), and guided tours of historic buildings (33%). The top park amenities that respondents wanted to be made available or improved were a pedestrian trail system (55%), a bike trail system (53%), a multi-use trail system (38%), restored natural habitat (38%), and lighting (35%). Eighty-three percent of respondents identified restrooms as a park facility that they would like to be made available or expanded upon; additional top facilities identified included an outdoor performance area (47%), a farmers' market (46%), a restaurant or café (43%), and a pub or brewery (36%).

Thirty-eight percent of female respondents indicated that playground or tot-lots were an amenity they would like to see improved or expanded in the park, compared to 18% of male respondents. Thirty-four percent of women identified community gardens as an amenity to be expanded or improved upon, whereas only 16% of men did so. Women were also nearly twice as likely to identify a security system as a preferred amenity than men. Twenty-seven percent of men identified disc golf as a preferred amenity, compared to only 7% of women. While mountain biking was not listed on the survey as a potential activity for inclusion or expansion at the park (though cycling was), 68 individuals wrote in that they would like to see mountain biking expanded at the park; 61 of these were men, and seven were women.

Park user data collected from the Recreational Needs Assessment survey does not represent every park user and may be skewed due to selection bias. For example, only six respondents (<1%) were under the age of 18; however, this age group constitutes over 20% of the population in the Town of Smithtown.

Park user survey data for OPRHP's 2020 Statewide Comprehensive Outdoor Recreation Plan (SCORP) provides a broader profile of the recreational needs of counties across New York State. According to the 2020 SCORP, walking for enjoyment

(inclusive of jogging and day hiking) is the most popular outdoor recreation activity participated in by adult New York State residents, with 86.6% of over 10,000 surveyed individuals participating. This is followed by relaxing in the park (86%), swimming (68.9%), biking (49.3%), and camping (44%).

OPRHP calculates a relative index of need (RIN) to evaluate the demand for certain park recreation needs at a county level. The RIN is calculated by taking the projected ratio of demand to supply, expressing it as a ratio of the statewide average, and translating it to a value between 1 and 10. An RIN figure of three or less indicates that the county-wide need for a given activity are being met, while a score of four or higher indicates that there is unmet demand for that activity in the county. An RIN of 10 represents the greatest need for an activity relative to its supply in a given county.

According to the 2020 SCORP, Suffolk County's greatest needs were snowmobiling (RIN 10), downhill skiing (9), boating (8), biking (8), court games (7), swimming (6), golfing (6), fishing (6), and hunting (6). No activities scored below a RIN figure of 4. Some activities with high RIN scores, such as downhill skiing, cannot be feasibly accommodated at Nissequogue River State Park due to its terrain and the region's climate. Additionally, the master planning process will not consider additional motorboat facilities on site; the site's marina is currently being improved through a separate planning and design project. However, hand-powered vessels such as kayaks, canoes, and paddleboards can be further explored within the project scope.

In comparing the recreational needs identified by the SCORP with the results of the 2021 survey, commonly identified needs at Nissequogue River State Park include expanded opportunities for boating and biking. Other activities that are popular at the park according to the user survey, such as jogging, are not accounted for in the index, but will be nonetheless considered for accommodation or expansion at the park.

G. Economic Contribution

According to a 2017 study prepared for Parks & Trails New York by Political Economy Research Institute, the New York State Parks system supported 45,000 jobs and added

$2.4 billion in state GDP between April 2015 and March 2016. State parks in the Long Island region made the greatest economic contributions to the state; Long Island parks had 21 million visits which supported $1.3 billion in sales during the 2015-2016 period. In the same period, these parks also contributed over 14,000 jobs to the region, including direct, indirect, and induced jobs. Parks also offer significant benefits that are more difficult to quantify, including an increase in the value of homes in proximity to the park, ecosystem services such as carbon sequestration and stormwater management, and public health benefits incurred through recreation and physical activity that takes place in parks (Garrett-Peltier 2017).

In 2020, Nissequogue River State Park employed a total of 19 staff at peak season; these consisted of five permanent employees and 14 seasonal employees. Nissequogue River State Park generates income through vehicle entrance fees, event permitting fees, community room and picnic pavilion rentals, marina slip rentals, and special use permits such as metal detector use, event photography, and model airplane use. The park generated just under $200,000 in revenue during 2020; approximately three quarters of the park's revenue is generated from slip rentals. Revenue generated at the park goes into the general fund for New York State Parks.

H. Programs and Designations

There are several programs or designations, both federal and state, that are relevant to Nissequogue River State Park and its resources.

2007 Resource Evaluation, NY State Historic Preservation Office (SHPO)

Remaining Kings Park Psychiatric Center buildings constructed between 1890 and 1960 constitute a historically and architecturally significant district that is currently eligible for the National Register of Historic Places. Regulations under Section 14.09 of the New York State Historic Preservation Act dictate that, although not currently listed on the National register as a historic district, the determination of the site's eligibility, necessitates a review process as if it were.

Bird Conservation Area (BCA)

Approximately 100 acres of land in the northern portion of the park is recognized as a Bird Conservation Area. This designation, which is administered by DEC, provides land management guidelines to encourage the preservation of bird habitat. The portion of the park south of St. Johnland Road has not been evaluated for inclusion in the BCA. Refer to **Figure 06 – Bird Conservation Area.**

New York State Department of Environmental Conservation (DEC) Scenic and Recreational River

The portions of the Nissequogue River that fall within or adjacent to the park are part of the Recreational River designation. This designation helps preserve the area through regulating shoreline development.

New York Natural Heritage Program (NYNHP) Significant Ecological Community

Nissequogue River State Park contains a low salt marsh ecological community, which is designated by the New York Natural Heritage Program as a Significant Ecological Community due to its high quality and relative scarcity in the state. This significant ecological community extends well beyond the Park's boundaries and only a fraction of it is found within the park.

Long Island North Shore Heritage Area (LINSHA)

Long Island North Shore Heritage Area (LINSHA) - a State designated Heritage Area stretches the entire expanse of the North Shore of Long Island. This Master Plan/EIS for Nissequoque River State Park and the associated implementation of the preferred alternatives described in this plan are consistent with the LINSHA Management Plan. The Management Plan calls for "preserving, protecting and enhancing the cultural, historical and natural resources of Long Islands North Shore".

New York Department of State (NY DOS) Division of Coastal Resources – Significant Coastal Fish and Wildlife Habitat

Over 150 acres of Nissequogue River State Park, encompassing the park's wetlands and some upland areas, are within the broader 750-acre Significant Coastal Fish and Wildlife Habitat designated by New York State's Coastal Management Program.

U.S. Fish and Wildlife Service Coastal Barrier Resources System (CBRS) Area

The Nissequogue River shoreline in the northern part of the park is a mapped Coastal Barrier Resources System Area. This designation encourages the conservation of biologically rich coastal barriers by making these areas ineligible for most new federal expenditures, such as federal flood insurance.

Coastal Erosion Hazard Area Act (CEHA)

The CEHA was enacted in 1981 as part of New York State's Coastal Management Program. The act establishes a regulatory line that encompasses natural protective features, such as a beach, bluff, or primary dune, subjecting proposed structures seaward of that line to further DEC review and permitting. Regulated activity in a coastal erosion hazard area includes construction, modification, restoration or placement of a structure, or any action or use of land which alters the condition of the land. All development is barred on a bluff except for normal maintenance of existing structures, non-major additions to existing structures, and the restoration of existing structures damaged by something other than flooding or erosion. Walkways to the beach built for that limited purpose of access are also excepted from the permit requirement. At Nissequogue River State Park, the CEHA line extends along the top of the northern bluff. Refer to **Figure 07 – Coastal Erosion Hazards Area.**

Local Waterfront Revitalization Program

The Local Waterfront Revitalization Program (LWRP), overseen by the New York State Department of State, offers local governments the opportunity to prepare and

adopt a set of policies to guide the use and protection of the waters, waterfront, and coastal resources in the municipality's jurisdiction. The Town of Smithtown's LWRP was approved in 1989; the town released a draft update in 2019, which has not yet been adopted. The draft LWRP update maintains the original vision for the redevelopment of the former Kings Park Psychiatric Center included in the 1989 version, with the added stipulation that a Master Plan for the site be completed before any redevelopment is undertaken. At the time of writing, the LWRP is not anticipated to be adopted until after the completion of the Nissequogue River State Park Master Plan and Environmental Impact Statement.

I. Natural Resources

Physical Resources

Topography and Slope

Elevations at Nissequogue River State Park range from sea level at the river's edge to +240' above sea level at the westernmost portion of the site. The elevation generally increases from the Nissequogue River at the northern end of the site to the south. The highest elevations are found west of Old Dock Road along the western property line, at the site of the closed ashfill, which was used to dispose of combustion residuals from coal-fired power plants throughout the history of the hospital. Refer to **Figure 08 – Nissequogue River State Park Elevations.**

Level areas are generally found in the park center, along Kings Park Boulevard between Route 25A and St. Johnland Road, and are typically related to previous or ongoing development. Another level area exists in the park north of the reservoir, which also coincides with an area developed during the period in which the Kings Park Psychiatric Center (KPPC) operated.

Areas of steeper slopes are found on the parcel west of Old Dock Road, on the peripheries of developed areas, and along the river shoreline. A steep bluff exists along the northern and northeastern shoreline of the Nissequogue River.

Slopes on the site are predominantly gentle with a few areas of steeper grades. Approximately 71 acres (17%) of the site consists of slopes of over 15%; the remainder of the park is less steep. Refer to **Figure 09 – Slope Analysis.**

Geology

Long Island consists of two glacial moraines which form the "backbone" and the "forks" of the island. The park is located on the north side of the Harbor Hill Moraine and is characterized by the deeply eroded headlands along the North Shore. The soils found on the site reflect the glacial formation of the moraines. The majority of the park is located on the outwash plain of the moraine with sand and gravels with the very southern portion of the park on the till soils of the moraine. **Refer to Figure 10 – Surficial Geology.**

Soils

The predominant soil types at the site are cut and fill, Riverhead sandy loam, and Carver and Plymouth Sands. Other soil types found on the site include Haven Loam, Plymouth loamy Sand, Riverhead Sandy Loam, Riverhead and Haven soils, and Wareham loamy sand.

A large portion of the park consists of disturbed soils (cut and fill), which reflects the history of development at the park. Previously disturbed areas are located throughout the site and include over 215 previously developed acres, 1.7 acres of made land consisting of non-soil components (located at the ashfill near the water tower), and nine acres of filled land near the shoreline, consisting of a dredged mix of sand, gravel, and silty mud.

Other soil types are typically found in undisturbed areas, usually in wooded areas with steep slopes.

The coastal area soils present on site include beaches, consisting of sandy, gravelly and cobble areas at sea level along the shoreline; tidal marsh, consisting of poorly drained wet areas of hydric soils with an organic layer over the surface of the sand; escarpment, located at the bluffs along the northern shoreline, and surface waters.

These areas encompass approximately 24 acres of the site. **Refer to Figure 11 – Soils**.

There are several locations where there is the potential for soil contamination at the site, including the ashfill near the water tower, coal ash disposal residue near the power plant (Building 29), and potentially in locations where building demolition has occurred.

Water Resources

Nissequogue River

Nissequogue River State Park is located in the Nissequogue River Watershed. The watershed is approximately 29 square miles. Adjacent watersheds are Lloyd Harbor to Nissequogue River to the west and Nissequogue River to Orient Point to the east.

The park is adjacent to the Nissequogue River, a River of Special Significance, which is one of four major rivers on Long Island (LI Sea Grant, 2006). This nine-mile-long, spring-fed river is the primary tidal river draining into the Long Island Sound. The coastal portion of the river is in a relatively undisturbed condition and creates the largest coastal wetland on the north shore. The DEC classifies the Nissequogue River as class SC, indicating its suitability for recreation such as fishing as well as its value to aquatic life propagation and survival. To maintain navigation channels and motor boating opportunities, the mouth of the Nissequogue River is periodically dredged by the Suffolk County Government.

The river flows in a northerly direction through several terrestrial and aquatic ecosystems, including freshwater springs, dunes, tidal and freshwater wetlands, and upland and lowland hardwood forests. The topography of the river area is varied, except in the vicinity of several large freshwater ponds in the upper sections of the river, and in the tidal flats in the lower reaches of the river. **Refer to Figure 12 – Water Resources.**

Wetlands

There are DEC regulated tidal wetlands present within the park, as well as adjacent to the park. These wetlands are sensitive and ecologically rich habitats which support a

range of wildlife. Numerous fish and shorebirds utilize the tidal wetland habitat, and the wetlands also support ribbed mussel and oyster populations.

Low salt marsh can be found north and east of the dredge spoil areas near the Nissequogue River State Park marina and along the channel that runs north from the marina out to the Nissequogue River. The dominant plant species in the low salt marsh is smooth cordgrass (*Spartina alterniflora).* This ecological community serves as a significant habitat for a range of fauna and provides many essential ecosystem services, including water filtration and erosion control. The smooth cordgrass was observed to be healthy with high vigor, supporting mussels and oysters. According to the New York Natural Heritage Program (NYNHP), the low salt marsh ecological community is designated a Significant Ecological Community. Additionally, the low salt marsh is considered an imperiled community that is at risk of disappearing (NYNHP 2020) both from development and sea level rise.

There are some areas of coastal bars, shoals, or mudflats located adjacent to the low salt marsh, particularly in the channel that extends from the marina to the river. This coastal community zone represents unvegetated areas that are covered by saline waters at high tide but are exposed (or covered by less than one foot of water) at low tide. This wetland category also includes the areas of unvegetated sandy shoreline that become inundated at high tide.

According to the DEC's Tidal Wetland Maps, a small area of high salt marsh exists on the eastern side of the island, which is east of the coastal mudflat that runs to the Nissequogue River (NYS GIG). High marsh refers to the uppermost tidal wetland zone and is dominated by salt meadow grass (*Spartina patens).* High marsh is only flooded periodically, typically by spring and storm tides. According to the NYNHP, high salt marsh is considered an imperiled community that is at risk of disappearing.

The park also includes tidally influence riverine habitat. The Nissequogue River is one of four major tidal rivers on Long Island (NYSDOS-CFWHAF, 2005). The river supports a variety of finfish and shellfish and provides regionally significant recreational fishing

opportunities. The riverine habitat is also an integral resource for a variety of wading birds and waterfowl.

One DEC-regulated freshwater wetland is located at the location of a former reservoir in the park's northern section. A stormwater outfall pipe discharges to a stream, which supplies the wetland with fresh water. The wetland is primarily a pond with some emergent wetland community types on the western end. On the east side, the pond is connected to a culvert that crosses under the adjacent road and discharges to the Nissequogue River estuary.

Groundwater

Groundwater depths at the park range from elevation 0 at the shoreline to 30'+ at the southern end of the site. Depth to groundwater varies significantly and depends on location, as the surface elevations range from 0 at the shoreline to elevation 240' by the water tower in the southwestern portion of the park. Groundwater flow is generally northerly within the park, toward the Nissequogue River.

Groundwater in the Town of Smithtown is of good quality and is charged exclusively from precipitation. The water supply is also of ample quantity and is stored in four layered aquifers. The upper glacial layer is generally unsuitable for drinking water due to contamination from sewage systems and other sources. The Magothy layer, which is the second aquifer from the surface, is relatively free of contaminants and is the most commonly used aquifer for public water supply. The third layer aquifer is small and insignificant for water supplies. The Lloyd Sand aquifer is a very deep layer and is overlain by Raritan clays.

Air

The park is located in the New York, New Jersey, Connecticut, and Long Island non-attainment area for failing to meet the National Ambient Air Quality Standard for air pollutants, specifically 8-hour ozone (EPA 2008, 2015). The Clean Air Act and Amendments of 1990 define a "non-attainment area" as a locality where air pollution levels persistently exceed National Ambient Air Quality Standards, or that contributes to

the ambient air quality in a nearby area that fails to meet standards. Current activities at the park are not significant sources of air pollution in the region.

Sea Level Rise and Flood Hazards

Due to the steep bluffs along the northern section of the park, only a limited portion of the park is subject to flooding events. However, climate change and sea level rise may affect the steep slopes in the future. According to DEC, sea levels along New York's coast have risen more than a foot since 1900. By 2100, sea levels are expected to be 18 to 50 inches higher than today along New York's coastlines.

According to the FEMA Flood Insurance Rate Map for this location, last updated in 2009, there are two areas along the park shoreline designated as "special flood hazard area inundated by 100-year flood" and have a 1.0% annual chance of flooding: Zone AE and Zone VE. Zone AE, which follows the shoreline of the park, has a base flood elevation of +13'. The AE zone extends into the inlet within the park and encompasses the reservoir. Zone VE, which is located away from the park shoreline, is subject to wave action, and has a base flood elevation of +14'. A small section of the park in the dredge spoil area south of the inlet is within the 500-year floodplain and has a 0.2% annual chance of flooding. The remainder of the park is in an area determined to be outside the 500-year floodplain. **Refer to Figure 13 – FEMA Flood Zones.**

Ecological Communities

There are a total of ten ecological communities present in the park, representing three classification systems. Ecological communities within the park were mapped based on numerous site visits made during the late fall and early winter of 2020, as well as in the early spring of 2021. **Refer to Figure 14 – Ecological Communities.** Table 1: Ecological Communities Observed in Nissequogue River State Park provides a summary of the ecological community types observed within the park. **Refer to Appendix iv.**

The only ecological community within the park which is considered a significant natural community is the low salt marsh, which is dominated by *Spartina alterniflora* (Refer to Figure 15 – Significant Ecological Community (NYNHP data)). This significant

ecological community extends beyond the park boundaries including into Sunken Meadow State Park. This community type is estuarine intertidal, and it occurs in a topographic zone extending from mean high tide down to mean low tide. Although the low salt marsh is relatively small compared to the other communities within the park, the low salt marsh is of good quality and extends beyond park boundaries down the tidal Nissequogue River.

Successional mesophytic forest comprises most of the natural areas of the park. The majority of the park has been previously cleared, and these successional forests are therefore in varying stages of maturity.

Only four relatively small areas within the park were observed to be old enough to be considered mature. Based on historical aerial photographs, it appears these areas have not been cleared for at least 70 years (Suffolk GIS Viewer, 2020).

The term mesophytic forest, as described in Greller (1978), refers to a mixed forest with several dominating trees species, including tulip tree, beech, red oak, red maple, and black birch well-drained, moderately moist soils. The Nissequogue River State Park Interim Management Guide described the forested areas of the park to be successional southern hardwood (OPRHP, 2008). However, some of the characteristic trees that comprise this type of community, as defined by Edinger, et al. (2014), were not readily identified during the field investigations. The Environmental Impact Statement for the adjacent Sunken Meadow State Park identifies that park's forested areas as oak-hickory. The forested areas of Nissequogue River State Park do have similar characteristics to the oak-hickory forest, particularly the dominance of oak species. However, hickory trees were not observed to be a dominant or codominant species in the forested areas on site. In addition, some areas of the forest were observed to be co-dominated by tulip trees. In areas with tulip trees, the forest more closely resembles as an oak-tulip forest as defined by Edinger, et al. (2014). Therefore, as none of the above-mentioned forest types aligned well with field observations, the more broadly defined mixed mesophytic forest community definition was used.

Native tree species that were observed in the forested areas include multiple oak species, American beeches, and tulip trees. Other tree species observed include white spruce, black cherry, pignut hickory, red maple, black locust, and black walnut. Some of these forested areas are heavily dominated by Norway maples, an invasive species. Several forested areas were observed to have dense vine growth, as well as heavy presence of invasive species in the tree, shrub, and herb layers. Table 2, which can be found below in the Flora section, provides a list of all vegetative species observed during the 2020-2021 site visits and notes which species are considered invasive.

Due to the historical use of the property as the Kings Park Psychiatric Center, considerable areas of the park are categorized as open/managed. These managed areas are mostly open mowed grass areas with some species that were planted as ornamental vegetation, including European privet, Japanese maple, and Eastern red cedar.

There are a few vegetated areas within the park that are dominated by dense stands of invasive species. Often these dense stands are indicative of poor soil conditions which allow for the opportunistic plants to take over. The Mugwort and Japanese knotweed monocultures observed in the park were generally located on disturbed/compacted soils on land formerly developed with buildings. Bamboo has also invaded the park in at least two areas; the bamboo stands are relatively small.

The table provided in the Appendix A (Table 8) provides brief field notes on various areas of the park which are based on observations made during fall and winter 2020 and spring 2021. The numbers provided in the table correspond with the numbers Appendix A, **Figure 16 – Ecological Communities Field Notes**.

Flora

Table 2: Nissequogue River State Park Vegetative Species List Based on 2020/2021 Field Observations provides a list of all flora observed during site visits made in the fall/winter of 2020 and spring 2021. Because field visits were made outside of the growing season, plant identification was difficult in some situations and some vegetation

had died off for the season. Future work within the growing season to identify additional plant species would be beneficial.

The low salt marsh, a significant natural community, is dominated by a native species, *Spartina alterniflora.* Invasive species are very common in the forested areas of the park, particularly the successional forest. Invasive species that are present within the park's successional forested areas include Norway maple, English Ivy, Japanese Honeysuckle, Burning Bush, Garlic Mustard, Multiflora Rose, Bamboo, Mile-a-minute and Oriental Bittersweet. There are also many forested areas that are dominated by Norway Maples. A complete listing of species observed, and their scientific names are provided in Table 2. The table indicates which species are considered invasive. **Refer to Appendix iv.**

Fauna

Generally, the fauna present within the park are typical for the region. Common inhabitants include white tailed deer, gray squirrels, and raccoons. The park supports numerous bird species as well, including shorebirds, wading birds, waterfowl, and raptors.

The Nissequogue River contains several ecological communities and supports a diverse population of fish, birds, and plants, some of which are considered rare, threatened, or endangered. Its abundant shellfish population includes hard clams and oysters, although these areas are not certified for harvest. Diamondback Terrapin, a New York State Species of Special Concern, are known to nest in sandy areas along the shoreline of the river. Several fish species also use the Nissequogue River as a nursery or feeding area, including Atlantic silversides, Atlantic menhaden, bluefish, striped bass, scup, winter flounder, and blackfish. The Nissequogue River is designated by the National Marine Fishery Service as an Essential Fish Habitat for multiple species of commercial interest. The river supports Lon Island's only sea-run fishery for brown trout to the Long Island Sound.

The Nissequogue River is also a riverine migratory corridor (OPRHP, 2008). Waterfowl, songbirds, and raptors are known to be present in the park. The National Audubon

program has identified the Nissequogue River and its watershed as an Important Bird Area (Audubon, 2018). The designated IBA which extends from Sunken Meadow State Park in the west to Crane Neck Point in the east and inland to Blydenburgh County Park, includes Nissequogue River State Park (OPRHP, 2015). The IBA is known to support a variety of birds, including herons and egrets, as well as wintering freshwater waterfowl (NAP, 2020). It is also an important feeding and nesting ground for the state threatened least tern and common tern, as well as the endangered piping plover (federally threatened) (DOS, 2005). The freshwater pond located near the park's administration building is known to attract a significant number of herons (IMG, 2008).

Portions of Nissequogue River State Park were designated as a Bird Conservation Area (BCA) by DEC in 2000 (see Figure 06). The BCA supports a range of bird species, including wading birds and migratory songbirds. The goals of the BCA are to manage and conserve the bird species diversity and to facilitate recreational uses of the area in a way which supports bird conservation (DEC 2020). The BCA for the park was developed prior to acquisition by OPRHP of the former King Park Psychiatric Center property west of St. Johnland Road. Therefore, the BCA is being reassessed by OPRHP in this Master Plan and EIS to include additional areas, particularly the forested areas on the south side of the park west of St. Johnland Road.

A dedicated avian survey was conducted in December 2020, and opportunistic sightings during the November and December 2020 field investigation were also recorded. The bird species observed are listed in Table 3: Inventory of Bird Species Observed Based on Dec 2020 Observations. The list was obtained from the DEC Breeding Bird Atlas (McGowan and Corwin, 2008). **Refer to Appendix iv.**

Table 4: DEC 2000-2005 Breeding Bird Atlas for Block 6452A provides a list of bird species compiled by the DEC that were observed by participants from the years 2000 to 2005 within a 9 square mile quadrant that included Nissequogue River State Park. The list was obtained from the DEC Breeding Bird Atlas (McGowan and Corwin, 2008). **Refer to Appendix iv.**

Table 5: Species Possibly Found in Nissequogue River State Park provides a list of some of the mammals, reptiles, amphibians, invertebrates, and fish which may possibly be found at Nissequogue River State Park. This list was compiled based on site observations made in 2020, as well as a review of literature for nearby areas, particularly the Environmental Impact Statement for the adjacent Sunken Meadow State Park Master Plan (OPRHP, 2015). **Refer to Appendix iv.**

Rare, Threatened, and Endangered Species

In the biodiversity inventory of the park which was performed in 2001 (Olivero et al., 2001), no rare plants or animals were observed or documented in their review of historical databases. However, it can be concluded that the park still holds value as a natural area and contributes to the region's biodiversity. As previously noted, the park falls with a 750-acre area designated as a Significant Coastal Fish and Wildlife Habitat. This habitat assessment has documented several rare, threatened, and endangered species within the 750-acre area, including the piping plover and least tern (DOS, 2005). Ospreys, a species of interest, may also be found in the park. These species are likely to be found along the shoreline and within tidal wetland areas, including those located within the park. The park's shoreline also provides nesting habitat for the Diamondback Terrapin, a species listed on the Rare Species Watch List (NYNHP, 2017) and designated a Species of Greatest Conservation Need (SWAP, 2015).

J. Cultural Resources

Site History

Contact Era

This region of Long Island was inhabited by Algonkian-speaking Aboriginal people of the Mohegan-Pequot-Montauk subgroup. It has been speculated that the local inhabitants were part of a loose tribal group known in the early 17th century as the Unaquachog.

By 1643, a settlement near the Nissequogue River was recognized by European settlers with the eponymous name. By about 1665, English settlers began to pressure

local Natives into a variety of land sales. Richard Smith, one of these land speculators, came to induce the local population to deed him much of the land west of the Nissequogue River, the core of what would become Smithtown. The first reservation on Long Island was set aside in 1666 in recognition of the effects of land sales on the displaced population of Native people. Despite the reservation system, Native people remained a small component of the Smithtown population into the very early 18th century.

Pre-Hospital Era

Throughout most of the 19th century, the uplands on the west side of the mouth of the Nissequogue River were prime farmland. The accessible riverfront was also utilized by ship captains, sailors, and seamen as convenient places to load and off-load vessels. As a result, the site was a mix of farmland occupied by farmers, tenants, farm laborers (both White and Black), and people working in the maritime industries. Commercial activity was limited to a few grocers and a later hotel.

The farmland was largely controlled by three major landowners from the 1850s to the 1880s when the land was sold to Kings County to establish the Kings County Farm and Lunatic Asylum. The largest landowner was Noel Becar, Sr. and his son Noel Becar, Jr., who owned a mercantile company in Brooklyn and used the 300-acre farm as a second home and country estate where they raised prized sheep and cattle stock for both profit and for show. Like other nearby farmers, the Becars relied on thatch from the nearby swamps and meadows to provide stock feed through the winter. Many of these thatch meadows were divided into small lots along the river for nearby farmers who collectively harvested the thatch.

Maurice Burr originally operated a small grocery along the waterfront, which likely serviced the watermen of the area including Cornell Darling, William Conklin, and Joseph Tyler along with their respective families. Burr later turned the property into a large hotel along the bluff of the sound, known as Sound View. The hotel passed into the hands of the Brady family and remained outside of the hospital complex until 1923,

when it was purchased by the state to expand the institution and increase its access to the waterfront for employees and patients.

Kings Park Hospital Era

The history of the Kings Park Psychiatric Center (KPPC) began in 1884 when the New York State Legislature authorized the Kings County Board of Supervisors to purchase 873 acres of farmland on the north shore of Long Island to establish a farm community focused on housing and treating the mentally ill. Named the Kings County Farm and Lunatic Asylum, the facility sought to relieve overcrowding in the Kings County Asylum in Brooklyn by relocating patients to a bucolic, serene, and controlled therapeutic environment. This type of treatment was first introduced to asylums in New York State in the mid-19th century, and by 1900 was the prevailing approach to mental health care across the state.

Patient treatment centered around land cultivation, which was thought to provide a therapeutic benefit as well as a self-sustaining institution. Both patients and staff were initially housed in refurbished farmhouses that already existed on the site; temporary wood structures were hastily added as the population increased. By 1885, the Kings County Farm and Asylum had reached a population of 200, requiring a more comprehensive development plan that included larger and more permanent buildings. Between 1885 and 1889, 16 wood-framed cottages were erected following the principles of the Cottage Plan. The Cottage Plan, developed in the late 19thth-century as an alternative to the linearly arranged Kirkbride Plan, consisted of groupings of small, detached residences where patients were separated by gender and treatment type. By 1892, the institution expanded again, adding an additional 30 cottages as well as a power station, icehouse, laundry facility, warehouses, dining halls, and a dairy farm.

In 1895, the institution was taken over by the state due to mismanagement and widespread corruption. The Kings County Farm and Asylum was incorporated into the state hospital system and renamed the Long Island State Hospital at Kings Park. Under state control, the institution underwent significant improvements and expansion as the patient population continued to grow. By 1900, there were 1,700 patients and 450 staff

living at the hospital, prompting the construction of ancillary structures, including a recreation center, bowling alley, and single-family staff cottages. During this time, the hospital also expanded its occupational therapy program to include skilled trades other than farming, such as shoemaking, tailoring, basket weaving, and carpentry.

Over the life of the hospital, the landscape underwent multiple changes. The original tracts of land consisted of natural woodland forests, open meadows, and wetlands. Between the late 1880s and the late 1950s, the state regraded substantial portions of the land to accommodate the hospital's many building campaigns. Large expanses of woodlands were cleared, rolling hills were flattened, flat ground was raised or terraced, and marshes were filled in to facilitate the formation of the campus. In early years patients and staff used gravel paths and roads to navigate the site on foot or with horse-drawn vehicles. As time went on, sidewalks, paved roads, and later parking lots were added to facilitate access to the buildings. Kings Park Boulevard was the largest road built for the KPPC that remains today. Intended to be a formal organizing spine for the hospital campus, Kings Park Boulevard originally featured two wide lanes separated by central grassy medians and lined with an allee of trees along its flanking sidewalks. A roundabout at the southern terminus, once an earthen reservoir, was reconfigured in the 1930s into an open lawn featuring a central flagpole and walking paths.

World War I was a period of relative austerity with no major buildings constructed between 1914 and 1918. As many of the staff joined the armed forces or participated in the war effort, resources were scarce and an increased cost in commodities required the hospital to rely heavily on land cultivation as a source of food. Shortly after the war, however, the population of the hospital grew rapidly as veterans suffering from post-traumatic stress, then known as "shell shock," were admitted for treatment. At Kings Park, the number of veterans admitted to the hospital grew from 57 in 1919 to 109 the following year. With increased demand and the need for specialized forms of mental health treatment, the state worked with the Veterans' Bureau to begin planning for the largest single phase of development in the hospital's history, known as the Veterans' Memorial Hospital Unit (VMHU). The VMHU consisted of 21 buildings that occupied the northern end of the campus and included ward buildings, residential buildings for

hospital employees, an administrative building, and a large medical and surgical building located at the terminus of Kings Park Boulevard. When it opened in 1927, the VMHU became the first state mental facility dedicated entirely to the treatment of mentally disabled war veterans.

Despite the tremendous expansion of the hospital after World War I, overcrowding continued to be an issue throughout the 1930s. By the end of the decade, there were over 5,000 patients and nearly 600 staff members, far exceeding the capacity of the existing facilities. With the population on the rise, the hospital began construction on some of the largest buildings on the campus, including Buildings 41-43 (Group 4) and Building 93, a colossal eleven-story, 282,000 sf infirmary building located on the east side of Kings Park Boulevard. Many of the buildings erected during this time were funded through the Work Projects Administration (WPA) under President Franklin Roosevelt and stood in stark contrast to the earlier phases of the hospital's development, which consisted exclusively of low-rise buildings under 100,000 sf.

Expansion and construction ceased during World War II. Between 1941 and 1945, no new buildings were constructed on the hospital's campus; however, the patient population continued to rise. By 1948, the hospital's census counted over 8,500 patients, and KPPC again began considering expansion. By the time the hospital reached its peak population of over 10,000 patients in the mid-1950s, plans were already underway for the single largest building complex constructed during the hospital's operational history. Buildings 21 and 22, located in an isolated parcel of land on the south side of the hospital's campus, were constructed between 1957 and 1965. Consisting of over 500,000 sf, the multi-winged, four-story, modern buildings were used primarily as a geriatric infirmary and marked a stylistic departure from the Colonial Revival buildings that preceded them.

In addition to occupational therapy, psychotherapy, and psychoanalysis, KPPC used a wide variety of treatment approaches over the years, many of which are now disfavored, including hydrotherapy, insulin shock therapy, electroshock therapy, and lobotomies. In 1955, Thorazine, a drug used to treat schizophrenia, mania, and other psychotic disorders, was approved for use in the United States. While the drug could not cure

mental disorders, it became possible for doctors to manage symptoms and return patients to society, rather than permanently institutionalizing them. Thorazine and other antipsychotic medications quickly gained widespread acceptance, which had a profound effect on state psychiatric hospitals. Between 1960 and 1970, the population of KPPC dropped by nearly 50%, and the hospital began to experience financial difficulties.

Throughout the existence of the KPPC, the hospital was continually evolving in response to changes in treatment approaches, patient populations, and operating budgets. This meant that construction and demolition was an ongoing cycle. When building typologies became obsolete, buildings were demolished and replaced. Between 1965 and 1975 alone, KPPC demolished 40 buildings, almost all of them dating from the late 19th century. During this period of modernization, KPPC constructed two new buildings near Buildings 21 and 22: Building 7, a nine-story, 180,000 sf, Modernist hi-rise containing medical and surgical facilities, and Building 23, a two-story rehabilitation and recreation center. While the new buildings projected a sense of confidence in the hospital's future, the feeling was short-lived. As prescription medications reduced the demand for inpatient care and patients were discharged, the hospital faced the loss of federal funding and increasing pressure to introduce austerity measures. By the time Buildings 7 and 23 were dedicated, it was becoming increasingly clear that the hospital was in its waning years. By 1985, KPPC's population had dropped to 2,300 residents and state hospitals were being systematically deinstitutionalized across the country.

KPPC ultimately ceased operation in 1996. In 2000, 155.5 acres of the former hospital grounds were transferred to New York State Parks to establish the Nissequogue River State Park. An additional 365.7 acres were transferred in 2006, totaling 521 acres. In 1990, prior to its closure, KPPC was determined to be eligible for listing on the State and National Register for Historic Places. The determination was later updated for the 2007 Historic Preservation Field Services Bureau Resource Evaluation.

Historic Buildings and Structures

Building Conservation Associates, Inc. (BCA, Inc) performed a field assessment of the 55 extant buildings and infrastructure elements remaining from the campus of the former Kings Park Psychiatric Center (KPPC) and documented the findings in a building

inventory via the OPRHP's Cultural Resource Information System's (CRIS) Trekker 2.0 application. The building inventory incorporated and updated the previous Building-Structure inventory forms prepared by Barbara Van Liew Consultants in 1983, and later updated for the 2007 Historic Preservation Field Services Bureau Resource Evaluation. The 2007 Resource Evaluation states that "the remaining buildings of the former KPPC in the Kings Park vicinity (Town of Smithtown), Suffolk County, New York, constitute a historically and architecturally significant district" under National Register Criteria A and B.[1] BCA also assessed the current historic significance and integrity of the extant former KPPC buildings against the National Register (NR) Criteria for Eligibility.

Today, 55 buildings and structures/features remain from the former KPPC. All of these buildings were inventoried for this study and included in Table 6: Inventoried Buildings, Structures, and Features. **Refer to Appendix iv.** These buildings represent a variety of hospital functions, including patient wards, staff housing, a power plant, and administrative buildings; vary greatly in size and configuration. In addition, the remaining buildings exhibit a range of conditions resulting from their disuse since the hospital's closure. While their dates of construction range from 1890 to 1969, the majority (39) were built during the interwar period between 1919 and 1939 and are designed in the Colonial Revival style. **Refer to Figure 17 – Existing Structures.**

Archaeological Resources

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Phase I archeological investigation for NRSP. The investigation was conducted to comply with Section 14.09 of the State Historic Preservation Act and was reviewed by OPRHP. The investigation was conducted according to the New York Archaeological Council's Standards for Cultural Resource Investigations and the Curation of Archaeological Collections (1994), which are endorsed by OPRHP. The Phase I archeological report was prepared according to SHPO Phase I Archaeological Report Format Requirements (2005).

The site has a relatively high sensitivity for pre-contact and archeological resources and a moderate sensitivity for pre-1885 historical resources; however, resources associated

[1] Office of Parks Recreation Historic Preservation, 2007. *Historic Preservation Field Services Bureau Resource Evaluation (Revised): Kings Park Psychiatric Center*. Suffolk County, p.1-2.

with the hospital largely lack archeological potential. Exceptions include buildings built and used before 1940 and buildings associated with service activities (blacksmith, tinsmith, farming, etc.) or other activities with the potential for large assemblages or artifacts. The report recommends that an Archeological Resource Management Plan (ARMP) be completed following the conclusion of the Master Plan.

Contemporary Buildings

In addition, to the numerous historic buildings that remain from the site's former institutional use, Nissequogue River State Park has a small number of contemporary buildings, most notably the new DEC Marine Resources Headquarters (2021). There are a handful of smaller buildings that support park operations and recreation. **Refer to Figure 18 – Contemporary Buildings.**

K. Recreational Resources

Nissequogue River State Park currently supports predominantly passive recreational activities, such as walking and hiking, as well-developed waterfront recreation. Active recreation resources, such as ballfields, are currently limited. **Refer to Figure 19 – Recreational Resources.**

Trails

Trails and paths within the park include paved pedestrian trails as well as numerous user-formed trails. Pedestrians can gain access to the trails via formal park entrances at Route 25A, Old Dock Road and St. Johnland Road. Several user-formed entrances exist around the boundary of the park where it abuts residential neighborhoods.

Kings Park Hike and Bike Trail

This 1.5-mile multiuse trail extends through the park between Route 25A and Old Dock Road at Tiffany Field. The nine-foot-wide trail supports pedestrians and cyclists. The Hike and Bike Trail follows an abandoned railroad corridor that formerly served the site when it operated as a hospital and is maintained by the Town of Smithtown.

Long Island Greenbelt Trail

The 32-mile Long Island Greenbelt Trail is a designated National Recreation Trail for walking and hiking. Opened in 1978, the marked and signed trail starts in Heckscher State Park and connects with Connetquot River State Park Preserve, Blydenburgh Park, Caleb Smith State Park Preserve, Nissequogue River State Park, Sunken Meadow State Park, as well as many smaller parks. The portion of the Greenbelt Trail within Nissequogue River State Park is approximately one mile in length, the majority of which is earthen surface. The trail runs roughly parallel to the park shoreline, passing through wooded areas. Several scenic viewpoints along the trail offer views of the river and the Long Island Sound. Bicycles and motorized vehicles are prohibited from using the trail. The trail is maintained through a cooperative agreement between OPRHP and the Long Island Greenbelt Trail Conference.

Sidewalks and Paved Walks

The sidewalk system flanking Kings Park Boulevard provides a pedestrian spine through the park that spans between Route 25A and the administration building. The 1.6-mile system generally features sidewalks on both northbound and southbound sides of Kings Park Boulevard. From this main pedestrian spine, additional sidewalks extend to connect some of the remaining buildings on the site.

An additional paved walk is situated at the northern end of the site along the top of the bluffs that overlook the mouth of the Nissequogue River. A network of asphalt paved walks were installed following demolitions of buildings in this area. These trails connect to the northern road loop, the picnic pavilion, and the Greenbelt Trail.

User-formed Social Trails and Access Points

Numerous user-formed entrances and social trails are located throughout the park. Some of the trails may have originally been formed from maintenance or operations associated with the former KPPC facility. These trails do not form cohesive networks, and do not always have a clear destination. Two locations with the highest density of

user-formed trails are between Old Dock Road and the neighboring residential community, as well as in the area west of Lawrence Road and south of St. Johnland Road.

There are also numerous user-formed access points to the park. These locations are typically adjacent to residential communities. An informal pedestrian access point, located at a gap in the fence along Upper Dock Road at the northwestern side of the park, is well-used by many walkers and hikers observed entering and heading west along the bluff to the shoreline trails. This access point may be allowing park users to gain access to the north point of the park via a trail that originates from Sunken Meadow State Park, which is directly west of the site. There are also two informal pedestrian access points along Lawrence Road, one through a fence to an asphalt road and the other in an unfenced location to the social trail system. In the portion of the park west of Old Dock Road there are several access points that link the nearby residential community to social trails.

Marinas

Nissequogue River State Park has roughly one mile of shoreline, not including the wetland island. A portion of the waterfront property can support limited boat access to Long Island Sound, and there are currently two marinas at the site. Boat slips are for recreational boating, and boats must be registered to the slip holder. Boat launching season lasts from approximately the third Monday in April to November 1st. Seasonal boat slips can be accessed 24 hours a day during the season, though launching and returning is tide dependent.

Plans are underway for redeveloping the southern marina (under separate SEQR review). The proposed marina will have 156 slips, parking, and restrooms, and will accommodate kayak and canoe launching.

Canoeing and Kayaking

Two kayak and canoe rental concessions presently operate on site. Though the two concessions are permitted separately, they operate as one business. The concession

operates seasonally from the third Monday in April through November 1st. Kayak and canoe rentals are the only concession currently operating on site.

Paddle Boarding

Paddle boarding is a supported activity at the park. Paddle board permits are issued to the public at no charge, and they are valid from the third Monday in April through November 1st. Permit holders are allowed to use their personal vehicles to access the launch site north of the marina via the gravel road.

Fishing

Fishing is permitted year-round along the Nissequogue River shoreline. Saltwater fishing permits are issued by the Department of Environmental Conservation.

Ballfields

Three natural turf soccer fields are located at Tiffany Field to the south of St. Johnland Road. The Kings Park Soccer Club has a cooperative agreement with OPRHP which is valid through 2026. The Soccer Club pays an annual fee for use of the fields; the agency does not provide any services other than a water source for irrigation. The club provides its own container boxes for storage and light towers for evening play.

There is a ballfield with a backstop opposite the picnic pavilion in the northern portion of the park. Visitors are free to use the field, although the park does not issue permits for it. This field is for pick-up games only and not organized play. The ballfield is not striped.

Play Areas

There is one, unfenced, play structure located to the west side of the administration building. There is little shade within the vicinity of the play structure.

Day Use and Picnic Areas

Informal day uses at the park include picnicking, bird watching and hiking.

The Community Room within the Nissequogue River State Park administration building can be rented through the park office.

The picnic pavilion can be rented on a first come, first served basis. Anyone interested in renting the picnic pavilion or hosting an event of more than 50 people must apply for either a group use or park use permit through the Regional Permits Department, which is located at the Long Island Regional Headquarters at Belmont Lake State Park.

The regional office also issues permits for flying of model airplanes, use of metal detectors, and photography for events such as weddings and engagement photos.

Gardening

The greenhouse at the park is currently used to grow flowers for state parks in the Long Island region. Volunteers and state parks staff tend to plants year-round. Kings Park High School students maintain a small Healing Garden in the northern portion of the park, which was originally laid out and planted by the Commack-Kings Park Rotary Club.

Interpretive and Educational Programs

Various education and research programs operate at the park. Environmental and scientific research permits offer schools and other organizations the ability to make use of the park to monitor invasive plant species, marine life, and tick populations, among other uses. Permit holders include but are not limited to NYS Department of Agriculture, NYS Department of Conservation, Suffolk County Vector Control, and New York City Parks. The Environmental Education Department offers year-round tours and programs, including maple sugaring. Some local organizations, such as the Nissequogue River State Park Foundation, host community events at the park.

Sporting Events

The park hosts several single-day events annually, including running races, and a cyclo-cross mountain bike race over grass and dirt terrain. The Nissequogue River State Park

Foundation organizes an annual Sunset Run in June, a Turkey Trot 5K running race in November, as well as other events including a canoe and kayak regatta.

Winter Uses

Snowshoeing and cross-country skiing are allowed in any of the park areas open to the general public.

Dogs

Dogs are allowed in the portion of the park south of St. Johnland Road. Pets are to be supervised at all times and either be crated or on a leash not more than 6-feet in length. Proof of rabies inoculation shall be produced if requested by staff. Dog waste disposal stations are located at the corner of St. Johnland Road and Kings Park Boulevard, as well as along the Hike and Bike Trail.

L. Scenic Resources

There are a number of scenic views and vistas from the park. The Long Island Sound and Nissequogue River views are the predominant scenic views from the park. Views of the water can be accessed from various locations in the park, which offer different scenic perspectives. **Refer to Figure 20 – Vistas**.

The north bluff, located in the north portion of the park, provides views to the Long Island Sound and Nissequogue River, as well as long distance views to the Connecticut shoreline. The Greenbelt Trail and lower shoreline trails also offer views of both waterbodies, as well as many scenic vistas of the adjacent salt marsh, tidal flats, and associated wildlife.

Due to the sloping topography of the site, there are distant water views from several locations on the site that are well south of the shoreline. The Long Island Sound can be seen from several locations along Kings Park Boulevard, as well as from the top of the ashfill site in the southwestern portion of the park.

There are scenic views within the park related to the KPPC development. Three that have been identified include the view of York Hall (Building 60) from St. Johnland Road, the view of the administration building (Building 125) from Kings Park Boulevard, and a similar view of Building 136 from the entrance road. The view of Building 93 has been described by members of the community as a landmark for boaters on the Long Island Sound.

M. Transportation and Traffic

Public Transportation

Nissequogue River State Park is well-serviced by public transit, including the Long Island Railroad (LIRR) and a Suffolk County Transit bus route.

The LIRR Kings Park Station is located south of Route 25A, west of Indian Head Road on Village Plaza in Kings Park. The station is approximately 800 feet from the Kings Park Hike and Bike Trail entrance on Route 25A. The Kings Park Station is located along the Port Jefferson Branch of the LIRR.

Suffolk County Transit's S56 bus route includes stops on Route 25A, with three westbound and two eastbound stops directly in front of the park. This bus route also services the Smithtown LIRR station. **Refer to Figure 21 – Park Access and Vehicular Circulation.**

Bicycle Routes

The park is located along an 18-mile-long segment of the NY State Bike Route 25A. The route begins at the Cold Spring Harbor LIRR Station, at the intersection of NY Route 108 and Woodbury Road. Most of the NY 25A State Bike Route through the Town of Huntington is along local roads. Beginning at Kings Park, the bike route continues on the shoulder along NY Route 25A for four miles. The eastern terminus of NY 25A State Bike Route is at the intersection of NY Route 25 and NY Route 25A, approximately one mile west of downtown Smithtown.

Although identified as designated bike lanes, no bicycle signage or symbols were observed along Route 25A.

Adjacent Public Roads

The major vehicle circulation routes adjacent to the park are Route 25A (East Main Street), St. Johnland Road, and Old Dock Road. The park is separated into three sections where St. Johnland Road and Old Dock Road extend through the designated park property. **Refer to Figure 21 – Park Access and Vehicular Circulation.**

NYS Route 25A (East Main Street), located along the south border of the park, is the primary east-west arterial through Kings Park. This segment of Route 25A has a posted speed limit of 35 MPH. There are sidewalks on both the north and south sides of the road. The park entrance is signed at the Route 25A and Kings Park Boulevard intersection. Kings Park Boulevard extends from Route 25A north through DASNY property nearly a quarter mile to the park boundary. There is no park entrance sign at this point.

The Kings Park Boulevard park entrance and Route 25A intersection is not signalized, and there is no dedicated entrance turning lane for east bound traffic on Route 25A, although the wide shoulder allows traffic to pass vehicles waiting to turn onto Kings Park Boulevard. The exit lane is split by a triangular median, with both the eastbound and westbound lanes signed with a stop sign. Vehicles leaving the park and making a left onto Route 25A must wait for an opening in traffic in both directions on Route 25A.

St. Johnland Road traverses through the center portion of the park in an east- west direction, effectively separating the park into north and south sections. The posted speed limit is 20MPH heading past the tolls going north and 30 mph south of St. Johnland Rd. In the park, the lanes in each direction are between 11 and 12 feet wide, divided by a double yellow line. Shoulders are approximately five feet wide with asphalt curbs. There are no sidewalks except for a portion of the Kings Park Hike and Bike Trail along the north side of Tiffany Field. St. Johnland Road is owned and maintained by the Town of Smithtown.

The northbound entrance to the park from St. Johnland Road features a park entrance sign and is the only entrance with a fee collection booth. The St. Johnland Road southbound entrance to the park at Kings Park Boulevard is not signed. Due to curves in the road, visibility is limited for vehicles at the intersection of St. Johnland Road and Kings Park Boulevard. This intersection is not presently signalized.

There is a signalized intersection where St. Johnland Road meets Old Dock Road on the park's west side. Other access locations along St. Johnland Road have been closed.

Old Dock Road is a north-south roadway on the west side of the park, separating the western park property from the remainder of the park. The road typically consists of two lanes divided by a solid yellow line. The posted speed limit is 30 MPH but is reduced to 20 MPH near the schools at the park's southern end. There are sidewalks along the southern sections of the roadway in the vicinity of the schools; there are no sidewalk or road shoulders further north. The road is owned and under the maintenance jurisdiction of the Town of Smithtown.

Vehicles traveling along Old Dock Road can access the interior of the park at Flynn Road. Other access locations along Old Dock Road are closed.

Upper Dock Road forks east off Old Dock Road north of St. Johnland Road and is comprised of the border of the park along the northwest side. The roadway has no curb or sidewalk. The posted speed limit is 30 MPH. The road is maintained by the Town of Smithtown. There is no vehicular access to the park off Upper Dock Road however, an opening in the perimeter fence provides a popular access point for pedestrians and hikers entering the park.

Lawrence Road is a north-south roadway that defines the eastern border of the southern section of the park; the park is bordered by residential properties further north. Lawrence Road is a two- lane roadway with a double yellow line. The posted speed limit is 30 MPH. There is no sidewalk or curb on the west side of Lawrence Road; the east side is curbed with a sidewalk. There is a signalized intersection at Route 25A (East Main Street). The road is owned and maintained by the Town of Smithtown.

There is a vehicular access location to the park (currently closed) on Lawrence Road approximately one-quarter mile north of Route 25A. This access point leads to the southernmost KPPC development, including buildings 7, 21, and 22. This vehicular entrance is currently fenced and barricaded to prevent access; however, an opening cut in the fence allows pedestrians to enter. There is also pedestrian access to the social trail network at the intersection of Lawrence Road and Yale Lane.

Publicly Accessed Park Roads

While KPPC was operating, several roads through the site were open for public use. Today, Kings Park Boulevard and Flynn Road remain open to public through traffic, while the other roads are now closed to the public.

The major circulation route through the southern park is Kings Park Boulevard ("The Boulevard"). The Boulevard is a road running north-south from Route 25A (East Main Street) to St. Johnland Road. The road features two 16-foot-wide lanes divided by a wide center median. Five-foot-wide sidewalks separated by planting strips are located on either side of the roadway.

North of St. Johnland Road, Kings Park Boulevard transitions to a two-lane asphalt road without a center median. This segment of the road extends north to a traffic circle in front of the administration building. The road turns west after the traffic circle, and the two lanes are again separated by a median.

While New York State owns the Boulevard, the state holds a maintenance agreement with the Town of Smithtown. The Town manages snow removal and road repair; in return the public is granted access to the road, and it is used as a secondary emergency access route to the San Remo neighborhood for the Smithtown Fire Department.

The speed limit is not posted along the roadway. The road surface is generally in poor condition, and while there is street lighting along the center of the median, it is reported to be out of operation.

Interior Park Roads

Secondary park roads in the northern part of the park are opened seasonally or require permits to access. These include:

- ***Tiffany Field perimeter road*** – This one lane asphalt roadway has its entrance and exit on the south side of St. Johnland Road, west of Kings Park Boulevard. Presently the Kings Park Soccer Club is permitted to use this road.
- ***Marina access road –*** This seasonally-opened single lane gravel road connects the south marina to Kings Park Boulevard. Signage indicates that usage is restricted for slip holder and boat launch users only.
- ***Boat ramp access road –*** This single-lane gravel road, open seasonally, is accessed from the traffic circle in front of the park administration building and terminates at the north marina.
- ***Paddleboard access road –*** This one-lane road, open seasonally, is an extension of the boat ramp access road. Public use of the road is restricted to paddleboard permit holders.
- ***Soundview Court –*** This narrow asphalt road is open seasonally and provides access to the picnic pavilion at the park's northern extent. There is no signage designating allowed usage.

Park Maintenance Facility Access Roads

The maintenance garage and greenhouse, located to the east of Kings Park Boulevard and north of St. Johnland Road, are accessed via two entrances off Kings Park Boulevard. Only park staff and volunteers are permitted to use these roads.

Closed Roads

Other internal roadways within the site are associated with buildings that are no longer in operation. These roads are presently closed to the public. There are also several closed entrances to the park, including four on Old Dock Road, one on Lawrence Road,

and three on St. Johnland Road. All were formerly used to access buildings when KPPC was operating at the site.

Traffic

Data on the traffic levels on the roads adjacent to the park were obtained from the NYS Traffic Data Viewer and assembled in Table 7: Roadway Traffic and Volumes. **Refer to Appendix iv.** Roadway and traffic volumes indicate that typical traffic conditions on the road segments are below maximum capacity ratings. There are morning and evening increases in traffic, indicating that the roads are used by residents of nearby communities to commute to and from work, as well as to access local schools. Morning peak traffic appears higher than the evening peak traffic, suggesting that return trips are more spread out over the time period. Moderate afternoon peak traffic likely represents local daytime traffic to stores, businesses, recreational functions, school, and miscellaneous local travel. Truck traffic represents a small percentage of the total, indicating that the subject roads do not serve as truck routes except for local delivery and trades. Weekend day traffic is not known to be heavy and probably mainly consists of local residents and, to a lesser extent, visitors to Nissequogue River State Park and other parks and recreational sites.

The park at present is not a major generator of traffic, given that it serves mainly passive recreational uses and does not frequently host special events. The marina area also generates relatively low traffic flow, given the modest capacity of the marina (fewer than 150 boat slips) and the typical seasonal and weekend use of boating.

The DEC Marine Resources Headquarters will add traffic to morning and evening peak traffic periods, as well as occasional meetings held at the facility. This traffic is expected not to degrade traffic conditions on the local roads because they are presently used below capacity.

Parking

The majority of parking on the site consists of older unstriped asphalt or gravel lots. Estimates of the number of existing parking spaces are derived from the KPPC

Redevelopment Study (2002) and previous proposed plans, or estimated from aerial photographs, and are based on 10’ width and 20’ length dimension parking spaces.

The 2002 KPPC Redevelopment Study estimated that there are a total of approximately 1,825 parking spaces on the site; 278+/- spaces associated with park use and 1,547 (+/-) associated with the remaining facilities.

New parking facilities will serve the DEC Marine Resources Headquarters and the proposed marina development. The marina parking lot will accommodate vehicles to the south and north of the inlet adjacent to the boat ramp. The Marine Resources Headquarters will accommodate vehicles; however, these spaces will be reserved for DEC vehicles, employees, and visitors during operating hours. Parking associated with closed KPPC buildings is spread throughout the site. Access is either gated or prohibited with signage. These parking areas constitute nearly 50 acres of the park.

N. Infrastructure and Operations

Utilities and Site Infrastructure

The park has an extensive infrastructure system that was originally constructed to support the site’s former use as a hospital. KPPC had its own power plant, water system and sewage treatment plant during the time that it was in operation. Over the years since the institution closed, some utilities have been updated **(see Figure 22 Utilities** and **Figure 22B—Active Utilities).** However, many of the inactive utilities systems remain in place **(Figure 22A – Inactive Utilities).**

Steam Tunnels

Steam was previously used for heating onsite buildings and was conducted through steam conduits inside subterranean steam tunnels. In addition to steam supply and return lines, domestic hot water supply lines also utilized these concrete steam tunnels. These tunnels are no longer in service.

Electricity

Electrical power to the park is presently provided by Long Island Power Authority (LIPA). From overhead lines on Lawrence Road, cables go underground via a service riser and enter electrical conduits. The cables then continue through the underground conduits to the site's former power plant, where they are connected to the existing distribution system. The DEC Marine Resources Headquarters has new electric service extending from the intersection of Old Dock Road and St. Johnland Road.

Lighting

The only site lighting is located along the Kings Park Boulevard center median. It is not currently operational.

Water

Nissequogue River State Park is located within the Suffolk County Water Authority service area. Water service to the site is presently accessed from the water main on St. Johnland Road. In 2013, OPRHP added a new water main and service line to supply the administration building, maintenance garage, and greenhouse. The new line also connects to a hose bib in the south marina, ties into the existing service line to the north marina, and services hydrants in this section of the park. The DEC Marine Resources Headquarters will also tap off this water main for water service and fire protection. The other buildings remaining in the park no longer have water service.

Originally, KPPC operated its own on-site water system to serve the property. Water for the KPPC system came from wells located on the hospital grounds in the vicinity of the power plant and Buildings 41-43. Water was pumped to the reservoir and water tank (Building 45) at the high point of the property, and from there was gravity fed into the distribution mains which run throughout the property. Treatment of the water stopped when KPPC was closed, though the water system temporarily remained operational in order to maintain a supply of water to the hydrants for fire protection of the remaining buildings. OPRHP no longer draws any water from the KPPC wells and water tower; the hydrants associated with this system have "Out of Order" signs on them.

Sanitary

The Park is served by the Suffolk County Sewage Treatment Plant (SCSTP) C-06, located adjacent to the Park's east property line to the north of St. Johnland Road. The plant also treats sanitary sewage from local housing developments and St. Johnland Nursing Center and has the capacity to handle 1.2 million gallons of sewage per day.

The outfall pipe for the SCSTP extends north through the park property, traversing the marina parking area and the inlet, running along the eastern trail, then extending out into the Long Island Sound. Suffolk County is planning to relocate a section of the pipe where necessary for the new marina construction.

Natural Gas

Natural gas was not originally necessary on site, as KPPC's power plants provided steam heat and domestic hot water. Gas lines originally only extended to buildings with kitchen facilities. Gas service is being extended to the DEC Marine Resource Headquarters. The service is intended to extend from the intersection of Old Dock Road and St. Johnland Road to the rear of the Marine Resources Headquarters. The line is proposed to be extended with additional stub outs, allowing future gas service connections to the renovated administration building and the maintenance facilities located east of the Marine Resources Headquarters.

Telephone/Communications

Phone service at the park operates as it did when KPPC was still in operation. Overhead telephone lines on Old Dock Road feed into underground conduits that connect to an equipment room in Building 22. From this equipment room, lines run through the underground conduits to various buildings.

In addition to the telephone lines, fiber optic cables are also routed through many of the telephone conduits. The fiber optic network is centered in Building 1, which is presently under OMH jurisdiction. Service to Building 1 and the rest of the park still feeds through the equipment room in Building 22. The DEC Marine Resources Headquarters will

connect to this system from the lines on Kings Park Boulevard, north of St. Johnland Road.

In the 2002 KPPC Redevelopment Study, the telephone facilities were noted to have been maintained and upgraded over the years by Verizon and its predecessors. Verizon still services the site today.

Storm Drainage

Stormwater at the park is managed through three piped drainage systems that discharge to surface water outfalls.

The first system parallels Old Dock Road along the eastern property line, collecting runoff from the development unit that includes buildings 7, 21, 22 and the OMH property. This system discharges into the Nissequogue River at a culvert located north of the Suffolk County Sewage Treatment Plant property.

The second system collects drainage from developed areas in the northern segment of the park, including the administration building (Building 125) and Buildings 126-129, 144, and 132. This system discharges into the Nissequogue River along the north shoreline.

The third system collects stormwater from the remainder of the park's developed areas, as well as a portion of Old Dock Road and sections of St. Johnland Road. This piped system discharges into the reservoir located north of St. Johnland Road, overflows into the inlet along the west river shoreline.

The new DEC Marine Resource Headquarters Site development will contain and infiltrate some amount of stormwater on-site through a system of swales, biofiltration basins and on-site leaching pools.

Dam

Harned Dam (State ID: 250-0434) is located on the eastern side of the reservoir and separates the reservoir from the Nissequogue River. Built in 1969, the present dam is likely a reconstruction of an earlier dam constructed prior to DEC regulation, since the reservoir was developed prior to 1969.

The earthen dam is six feet high and over 300 feet long. It is categorized as Hazard Code A – Low Hazard. Dams with this designation do not require inspection and reporting, as a failure would not result in significant damage. The dam serves as a causeway supporting vehicular and pedestrian traffic traveling on Kings Park Boulevard to the north of St. Johnland Road.

Maintenance and Operations Facilities

Operations and maintenance are primarily conducted out of the administration building and the maintenance garage. Supplemental operations are also conducted at the greenhouse and surrounding park grounds.

Administration Building

The park's administration building, also identified as Building 125, is located north of St. Johnland Road at the end of Kings Park Boulevard. This building is one of the many older buildings on site remaining from the park's former operations as Kings Park Psychiatric Center and is currently undergoing renovations. The facilities that will be included in the renovated administration building include:

1st floor

- Three public bathrooms
- A public information office
- A community room with kitchenette (available for public rental)
- An elevator

2nd floor

- Park Manager and Assistant Park Manager offices

- Two additional offices for park staff
- One breakroom/kitchen area for staff
- One conference room with kitchenette
- One room for the Nissequogue River State Park Foundation
- Three bathrooms (two public, one for staff use)
- Storage rooms

The administration building uses an electric heating system and has a supplementary gas system when electric heat is not adequate.

Parking for staff and the public at the administration building is located immediately east of the building.

The administration building provides the only permanent public bathrooms in the park. During summer months, portable toilets are provided at the marina for the boaters and other park visitors.

Maintenance Garage

The maintenance garage, also identified as Building 62, is located east of Kings Park Boulevard and north of St. Johnland Road. The building is also a remnant of the former KPPC campus. It has not been significantly modified or renovated for park operations and will require upgrades to support continued use for maintenance operations. It currently includes:

- 13 truck bays
- One office
- One breakroom/lunch area for staff
- Two shop spaces for woodworking, painting, equipment repair, etc.
- A 2nd floor for storage space accessible by stairs.
- One employee bathroom
- Lockers for staff (no showers)

The immediate needs identified for this building include upgrades to the heating system and the bathrooms. The maintenance garage has electric heat that does not cover the entire building and does not adequately heat the facility.

Additional operations infrastructure located adjacent to the maintenance garage includes stockpile areas, a storage trailer, a trash dumpster (supporting both Nissequogue River and Sunken Meadow State Parks), and a recycling dumpster. Recycling is managed by an outside contractor.

Greenhouse

The greenhouse, also known as Building 65, is used to provide plants for the gardens on site as well as for other New York State parks in the region. Volunteers currently assist with plant care. Another remaining KPPC building, it has not been significantly modified or renovated since the park began operations and will require maintenance and upgrades to continue supporting park uses.

The greenhouse contains:

- One office/indoor plant potting area
- Two wings for growing plants
- A rear outdoor area for growing plants
- One outdoor cold growing bins area
- One bathroom for staff

The greenhouse has a steam heat system powered by fuel oil that requires a weekly delivery during winter months. The heating furnace is located in the basement of the building, accessible by stairs. Staff parking is available at the greenhouse.

Parking Manager Housing

The Park Manager resides at Building 74, a former KPPC building located along the west property line off Upper Dock Road. This building uses fuel oil for heating.

Emergency Services

NYS Park Police

The New York State Park Police for the Long Island Metro District serve Nassau and Suffolk Counties. Their headquarters are located at Belmont Lake State Park in Babylon, New York. A police substation is located at Sunken Meadow State Park and serves both Sunken Meadow and Nissequogue River State Parks. State Park Police officers are permanent, full-time police positions. Their responsibilities include assisting park users, crowd control, and search and rescue. They also provide special services including marine law enforcement on New York waterways, snowmobile enforcement and education, and high angle and swift water rescue.

State Park Police are responsible for park security and safety of park patrons and ensuring that no unauthorized activities are occurring in the park.

Suffolk County Police Department

The Suffolk County Police Department's 4th Precinct is located at 727 Veterans Memorial Highway in Smithtown, approximately six miles south of the park. The county police provide back-up services if the State Park Police are not available to respond to a call in the park.

Fire, Ambulance, Rescue, and Emergency Response

Kings Park Fire District provides fire protection to the site. The nearest fire station is located just west of the site on the south side of Route 25A.

The Kings Park Fire Department is a community-based volunteer organization operating within the Kings Park Fire District. The Department serves the park and park users during fire and medical emergencies, as well as other emergency situations.

Open water and river rescue services are jointly provided by the Kings Park Fire Department Marine Unit, Town of Smithtown Harbor Master boats, Suffolk County Police Marine units and U.S. Coast Guard (Eatons Neck Station).

DEC Marine Enforcement Unit

The DEC Marine Resources Headquarters will house the Marine Enforcement Unit. The DEC Marine Enforcement Unit will provide additional year-round law enforcement presence at the park and will have access to the north shore waters via the park marina and boat ramp.

CHAPTER 2 – THE DEVELOPMENT OF ALTERNATIVES

A. Master Plan Goals and Actions

The Proposed Action, the adoption and implementation of a Master Plan for NRSP, includes broad categories of actions that will be evaluated in more detail in this chapter. This Master Plan will provide a long-term vision and framework for park development to help OPRHP to meet park users' needs, protect the park's natural features, and honor the site's history and its relationship to the surrounding communities of Smithtown, King's Park and Nissequogue as well as the greater Long Island Region and New York State.

Nissequogue River State Park was established in 2001. The park occupies a large portion of land that once comprised the Kings Parks Psychiatric Center (KPPC) campus, a state-run facility in operation from 1885 until 1996. Many structures and landscape features remain from the former mental health institution. In addition to these resources, the site contains an array of natural areas and wildlife habitats, a designated Bird Conservation Area, wetlands, and access to the Nissequogue River, a state-designated recreational river. The park currently supports active programming including soccer, boating, and various passive uses through a limited trail network and diverse array of open spaces, woodlands, and waterfront areas.

The Master Plan will set forth OPRHP's vision for operational enhancements, capital improvements, and future studies at the park over the next 15-20 years. The Plan provides comprehensive guidance for the long-term, sustainable development and management of Nissequogue River State Park by identifying programs and uses that are appropriate to the site's unique environmental, cultural, and historical context. The Master Plan will identify opportunities for the strategic preservation, community programming and adaptive reuse of select hospital buildings. It will identify actions for OPRHP and stakeholder organizations that will further protect, preserve, and enhance areas of ecological significance, providing suggestions on how to adapt the site—including its shorelines and upland ecosystems—to address the impacts of climate change that ensure the site is able to continue to serve the community well into the future. The plan will also strive to align its goals with the goals of the 2020-2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP) which set

statewide guidelines to improve visitors' experience through "Inclusivity, Diversity and Resiliency."

Overall, the Master Plan will work to achieve the following major goals:

1. **Collaborate with community members:** Work with the local community and stakeholders to ensure the planning process is inclusive and transparent. Encourage long-term park stewardship through early action projects and involvement in the master planning process.

2. **Protect and enhance the riverine and coastal environment:** Identify implementable measures to protect, preserve, and expand the park's relationship to the Nissequogue River, Smithtown Bay and coastal shoreline. Ensure Master Plan goals and recommendations are consistent with other State and Local plans and programs related to the riverine and coastal resources in the park.

3. **Enhance ecosystems parkwide:** Identify implementable measures to protect, preserve, and expand the park's emergent and mature forested areas. Consider expansion of the existing Bird Conservation Area. Recommend measures for protection of the shoreline and wetland areas. Identify invasive species extant in the park and develop a management plan to control their spread.

4. **Explore strategic adaptive re-use of site buildings:** Develop a set of recommendations for the strategic and targeted selection of existing buildings and assets for potential preservation and reuse in support of park programming. Explore potential partnerships and tax credit opportunities.

5. **Develop sitewide strategies for interpretation of the site's unique past:** Incorporate interpretive opportunities within the fabric of the park design from its earliest identifiable occupation by the native tribes to the present day.

6. **Identify future park programs and necessary park improvements to support those programs:** Conduct a Recreational Needs Assessment to determine which recreational resources are most needed for the town and region. Identify programs and uses that are compatible with the park's natural and cultural assets and fulfill the recreational needs of the surrounding community. Identify recreational opportunities for people of all ages and abilities.

7. **Consider climate change:** Develop strategic actions to guide park development to increase resilience to the impacts of climate change.

8. **Align the park development goals with those of the 2020-2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP**): Use the direction and guidance in the SCORP to help fulfill the agency's recreation and preservation mandate.

9. **Evaluate overall park infrastructural needs:** Make recommendations to upgrade park infrastructure with long-term operation and maintenance considerations in mind.

10. **Create a parkwide circulation system:** Create a universally accessible parkwide circulation system prioritizing safety and access for pedestrians and cyclists. Propose traffic calming measures and grade separated crossings to reduce conflicts between pedestrians and vehicles. Designate localized areas for vehicular access to park destinations and trails.

11. **Create new recreational resources:** Identify community needs for active and multi-use passive recreational areas, fitness areas, play areas and other open space amenities. Identify areas in the park best suited for the development of active and passive recreation.

12. **Evaluate the potential for land transfers, easements, and acquisitions:** Evaluate non-OPRHP owned parcels abutting the park with the intent of creating uninterrupted recreational and natural areas. Explore possible connections to Sunken Meadow State Park. Where State acquisition is not feasible, the plan will consider exploring protective easements or voluntary stewardship with local organizations. Explore transfer of jurisdiction of parcels under state or local ownership, but not currently under OPRHP.

B. The Development of Alternatives

This chapter contains an analysis of the alternatives for future actions being considered in the Master Plan for the park, then selects the best actions that meet the goals of the plan. These actions will address natural, cultural, and scenic resource protection; recreational resource development; circulation, maintenance, and operations; infrastructure; park facilities; and opportunities for the preservation and reuse of select structures and landscapes unique to the setting of NRSP. The reuse of the site structures will consider future partnership opportunities that could provide additional programming centered around the themes of community, health, and wellness. More specifically, uses of the park throughout the site's evolution have informed

contemporary programming ideas that link past and future, i.e., a seasonal market in the location of the former orchard. The alternatives analysis considers information outlined in resource inventories, design goals, community input, design team/OPRHP discussions, and other factors. Findings from the analyses are used in identifying the preferred alternatives for each of the resource categories that best match the vision for the park. The status quo (no change), alternatives, considerations, and preferred alternative for individual considerations are described in narrative form. A complete rendition of the plan that results from the preferred alternatives is found in the Master Plan document.

C. Natural Resource Protection Strategies

NRSP contains a unique pairing of natural areas, spanning from its maritime waterfront and estuarine edges, forested slopes, and meadows, to more highly curated domestic landscapes formed by early settlement and the establishment of the KPPC. The wilder edges of the park serve as a frame to the inner core of a more curated remnant landscape of mature ornamental trees and lawns that once comprised the campus of the Kings Park Psychiatric Hospital (KPPC).

The Master Plan proposes a general strategy of enhancing and expanding forested areas, wetlands, and meadow habitats for natural resource conservation while targeting previously disturbed or paved areas of development of active recreation and supporting park access.

The Plan proposes to increase the tree canopy to frame new multi-use fields and program areas and deconstruct and de-pave areas of the park formerly dedicated to the hospital. Additionally, new ornamental plantings are proposed to evoke the historic landscape, such as orchards and a botanical garden area, which could be enhanced ecologically by the inclusion of grassland habitat. In accordance with ORPHP's Native Plants in State Parks and Historic Sites, only native plant species will be planted with the exception of non-invasive exotic species planted to maintain or restore cultural landscapes.

1. Expand the Bird Conservation Area

Background:

The tidal wetlands and forested slopes of NRSP provide important habitats for a variety of animals including a considerable number of bird species namely: raptors, wading birds, waterfowl, and songbirds. Herons and egrets regularly use the park for foraging and roosting. The park is located along the Atlantic Flyway, an important migratory corridor. Approximately 96 acres of the park have been designated a Bird Conservation Area (BCA). The current BCA was developed due to the presence of large numbers of wading birds and migratory songbirds. The goals of the BCA are to manage and conserve bird species diversity and to facilitate recreational uses of the area in a way that supports bird conservation. This designation highlights the importance of this habitat which can help aid a project in avoiding, minimizing, and/or mitigating any impacts on these important bird areas.

The designation of the BCA for NRSP was developed prior to the acquisition of the former KPPC property west of St. Johnland Road, which is not part of the BCA. There are several wooded areas within the southern portions of the park that provide foraging habitat for a variety of birds. Migratory birds use the wooded areas as a stopover resting place. The master plan proposes expansion of the BCA to the south across St. Johnland Road forming a bridge to natural areas in nearby parks. These existing wooded areas along the southern boundary serve as alternative inland corridors connecting other green spaces including the Kings Park Unique Area, Caleb Smith State Park Preserve, and other points south. These areas are expected to meet the BCA criteria for stopover habitat within a migratory bird flight corridor and diverse species concentration (NYSDEC BCA Criteria).

Alternatives	**Considerations**
Alternative 1: Status Quo • No change to current boundaries of the Bird Conservation Area (BCA).	• Does not recognize portions of important bird habitat within the park. • If not designated, bird habitat west of St. Johnland Road is more

	vulnerable to modifications that could further fragment the landscape and reduce the quality of the bird habitat.
Alternative 2: Expand the BCA to Most of the park • All existing wooded areas are proposed for expansion. • Designated grasslands within the park would be retained and expanded with bird and pollinator habitat specifically in mind.	• May designate areas that do not meet all conditions of a BCA according to §ECL 11-2001. • Strongly highlights the importance of the bird habitat in the park. • May be incompatible with other park recreational needs. • Grassland habitat expansion can increase pollinator habitat. • Grassland habitat can host ticks, so should not be sited near active recreational areas.
Alternative 3: Expand the BCA to Portions of the park • Designate approximately 64 acres of the wooded corridor along the south side of the park and connect it to the existing BCA. • Plant native saplings in forest gaps. • Designate grasslands within the park would be retained and expanded with bird and pollinator habitat specifically in mind.	• Designate an expanded bird area that serves as a continuous inland habitat corridor for migratory birds. • Allows for passive usage of these areas while maintaining some areas of the park for more active recreation. • Highlights specific areas of the park for birding and encourages proactive actions to enhance bird habitat. • Designation could serve as a guide for natural resource restoration and enhancement

	along the steeper slopes throughout the park.

Preferred Alternative: Alternative 3 – Expand the BCA to Portions of the park

Expanding the BCA to portions of the park along the southern boundary will provide protection of this resource, highlight the importance of this habitat, and guide natural resource management through strategic forest restoration and enhancement. The combination of mature and emergent woodlands provides foraging and stopover habitats for migratory songbirds. This wooded area serves as an inland corridor connecting other green spaces south of the park. While other wooded areas of the park provide habitat for a variety of birds, they likely do not meet the requirements of a BCA. Furthermore, encapsulating the entire park as a BCA would not be compatible with other park needs, such as recreational programming. Limiting the BCA to areas which likely meet the requirements will serve to protect this important habitat and highlight these area's uniqueness.

2. Protect and Improve Access to the Waterfront Area

Background:

NRSP is located along the Nissequogue River, a tidal estuary. The portion of the river that affronts NRSP is designated as a recreational river by the NYSDEC's Scenic, Wild and Recreation River Program. The waterfront contains areas of narrow sandy beach, bluffs, forest, and saltmarsh. The river system is an important habitat for a variety of finfish, shellfish, and birds. The waterfront is an important feature of the park and provides scenic views, boat access, and fishing opportunities. The saltmarsh represents a regionally unique, ecologically rich, and vulnerable natural environment. The low salt marsh is designated a significant ecological community by the NY Natural Heritage Program. The banks along the shoreline, as well as the bluffs, experience erosion. The salt marshes are generally in good health but at risk due to invasive *Phragmites australis,* wave action, storms and sea-level rise associated with climate change. The sandy beach areas of the park could provide important nesting habitat for diamondback

terrapins. In addition to the natural environment, the shoreline contains boat ramps, a marina, kayak launch, sewer lines, and other physical infrastructure.

Alternatives	**Considerations**
Alternative 1: Status Quo • No changes to circulation or programming at the waterfront area.	• The shoreline and bluff may continue to erode unabated. • Invasive *Phragmites* may continue to invade shoreline and into saltmarsh. • Sandy shorelines can provide habitat for Diamondback Terrapins. • The separate marina construction project will include some marsh restoration and enhancement but has yet to be finalized. • Marina enhancement could expand Diamondback Terrapin habitat.
Alternative 2: Strategic Shoreline Enhancement • Establish a shoreline monitoring plan. • Conduct a feasibility study for shoreline stabilization along the saltmarsh and bluff. Options include restoring/enhancing saltmarsh and vegetated toe protection for bluff. • Remove patches of invasive *Phragmites* and restore with native species.	• Monitoring shorelines and conducting a shoreline stabilization study will provide important data to inform future shoreline protection strategies. • The separate marina construction project will include some marsh restoration and enhancement but has yet to be finalized. • Staircases can improve access for fishermen and other shoreline

• Construct staircases for fishermen and other users to provide formal access to sandy shoreline to reduce redundant informal paths which lead to erosion. • Improve signage and wayfinding throughout the stretch of the Long Island Greenbelt Trail that goes through the park.	users and minimize erosion on steep slopes. • Staircase construction requires further study. • Highlighting fishing at the park may increase recreational fishing pressure on fish populations. • Risk of invasion from *Phragmites* will be reduced significantly and native species coverage should increase. • Sandy shorelines should continue to provide habitat for diamondback terrapins.
Alternative 3: Enhanced Recreational Waterfront • Construct piers over the water to provide better access for fishermen and other users. • Incorporate living shoreline techniques into remaining shoreline areas. • Remove *Phragmites* and restore with native plants adapted to maritime conditions. • Improve planted edges, visibility, access, and surface conditions of the Long Island Greenbelt Trail that travels parallel to the shoreline along the bluff, remove redundant paths.	• Piers will have temporary and permanent impacts to marine environment. • Piers will reduce erosion issues associated with current informal paths for fishing access. • Piers are costly, and construction operations may have temporary impacts to shoreline. • Highlighting fishing at the park may increase recreational fishing pressure on fish populations. A program to reduce fishing pressure, such as requiring registration for fishing time slots or park program registration for people with fishing permits, may

	be necessary but will increase administrative responsibilities. • Risk of invasion from *Phragmites* will be reduced significantly and native species coverage should increase. • Sandy shorelines should continue to provide habitat for diamondback terrapins. • The separate marina construction project will include some marsh restoration and enhancement but has yet to be finalized. • Alignment of Greenbelt Trail should be explored.

Preferred Alternative: Alternative 2 – Strategic Shoreline Enhancement

Enhancing and protecting the Nissequogue River shoreline provides a balance between the natural environment and recreational needs. The shoreline is an underutilized area of the park and better access may serve to highlight this important resource. The shorelines have experienced erosion due to natural forces, direct human interaction, and impacts from heavy precipitation. This alternative provides for dedicated access points to the shoreline which will reduce impacts from users making their own informal paths which erode the bank. Proactive measures to monitor, reduce erosion, restore natural habitat, and stabilize shorelines will become increasingly important due to the projected impacts from climate change and sea-level rise. Removing invasives, such as *Phragmites* will reduce their expansion and provide enhanced habitat for fish, birds, and reptiles.

3. Interpret and Manage the Historic Landscape

Background:

The park's former use as a psychiatric hospital had a significant impact on shaping its existing landscape and environment. Extant features of the former hospital campus that allude to its historic use include vacant and rehabilitated structures, agricultural fields, managed lawns, ornamental plantings, vehicular and water infrastructure, and sports fields. Prior to the establishment of the hospital, much of the property was farmland; this use continued into the early years of the hospital, when farming served as both a means to sustain the employee and patient population and as therapeutic support for the patients who worked the land. While the agricultural use of the land waned in the mid-20th-century, remnants of this use are evident in the former orchard, open fields, and ruins of farm buildings on the west side of the campus along Old Dock Road. The site's transition from an agrarian landscape to a planned hospital campus saw the adoption of formal landscape elements like ornamental trees and open lawns. While many of these elements remain, some are degraded beyond recognition or have been lost to successional forests and vinelands. Historic view corridors to the Long Island Sound, which informed the organization and planning of the hospital, have also been lost to the overgrowth of vegetation.

Yet select areas of the park have a high degree of historic landscape integrity and lend themselves to localized interpretation through building reuse and landscape restoration. For example, the former superintendent's house (Building 67) is situated on a protected promontory facing the mouth of the Nissequogue River on the former site of the Becar Farm, as noted in 1858 maps. The area around this residence contains several groupings of ornamental plantings, including American Sycamores, American Holly, Western Red Cedar, Blue Spruce, Japanese Maples, and Kwanzan Cherries. This unique assemblance of specimen trees creates an arboretum-like setting within an underutilized area of the park. While some ornamental and specimen trees warrant retention, an overgrowth of vegetation obscures views to the mouth of the Nisseguogue River; selective clearance of overgrowth would restore this important viewshed. Other areas of the park, particularly around extant buildings and in the footprint of removed buildings, are maintained as cleared and mowed lawns.

Alternatives	Considerations
Alternative 1: Status Quo • No changes to existing landscape. • Manage all extant cleared and managed areas. • No interpretation of historic landscape.	• Areas not specifically targeted for maintenance or stabilization will continue to change and lose legibility over time. • Regular maintenance and management of landscapes requires considerable labor. • The historic landscape uses and former KPPC campus landscape will not be interpreted for the public.
Alternative 2: Manage Existing and Re-establish Lost or Altered Historic Landscape Elements • Continue to manage all extant cleared and managed areas. • Establish orchard in historic locations using regenerative farming methods, including orchards underplanted with pollinator meadows, no use of chemical sprays, and possible introduction of grazing as a form of vegetation control. • Selectively clear vegetation in front of director's residence to enhance view of Nissequogue River.	• Regular maintenance and management of landscapes requires considerable labor. • Managed areas, such as mowed lawns, may not be suitable for wildlife habitats. • Many landscape elements associated with the former hospital, such as mowed lawns and vehicular infrastructure, no longer serve active park uses. • Selective clearance of overgrowth, including invasive species, would highlight historically significant viewsheds and benefit ecosystem health.

• Identify and interpret ornamental and notable plant species through an interpretive trail network. • Develop community gardens in areas previously used for cultivation of food crops. • Develop an interpretive trail network that celebrates natural and selected historic landscape features.	• Horticultural and agricultural programs could be managed by Parks or through concessions. • The considerable deer population and the presence of the Spotted Lanternfly may negatively impact the orchard and require mitigation. • Removal of existing trees to clear viewsheds involves considerable labor and expense and impacts wildlife habitat. • Development of a complete interpretive trail network highlighting historic landscape uses can educate park visitors on former land uses before, during, and after the era of the KPPC.
Alternative 3: Establish Horticultural / Agricultural Programs to Highlight Historic Landscape Conditions • Where appropriate, establish horticultural / agricultural programs such as an orchard, vegetable gardens, or pumpkin patch to highlight the areas historically cultivated. • Incorporate organic and regenerative farming techniques, when possible, for all future plantings. • Multi-use areas that support active and passive recreation as well as	• Integrating agricultural zones into currently managed areas minimizes disturbance to established forests within the park. • Horticulture/Agricultural programs could be managed by parks or through public/private partnerships. • Limiting multi use areas to existing cleared/managed areas will reduce impact on natural environment.

outdoor events should be limited to existing cleared/managed area. • Allow portions of managed lawn areas along fringes of mature or emergent woodlands to revert to native woodland species. • Expand meadow habitats to support ground- nesting birds. • Newly programmed areas, such as playgrounds and dog runs, should be sited in existing cleared areas and have a buffer of a mowed lawn to limit exposure to ticks, which prefer tall grasses and forest edges. • Develop an interpretive trail network that celebrates natural and selected historic landscape features.	• Old-field succession and establishment of wildflower meadows will increase biodiversity and the overall ecological health of the park. Maintenance of these areas will be required to prevent invasives from dominating the park. • Maintenance of an expanded meadow habitat using limited mowing requires consideration of nesting periods. • Tall grasses and meadowed areas can contain ticks that carry Lyme Disease and other bloodborne pathogens. • Creating buffers in multi-use areas will reduce this risk of exposure to ticks. • The considerable deer population and the presence of the Spotted Lanternfly may negatively impact some horticultural / agricultural. programs and make them less feasible or require mitigation. • Removal of existing trees to clear viewsheds involves considerable labor and expense and impacts wildlife habitat.

	• Educational signage should be installed to explain the importance and structure of meadow habitats. • Utilizing organic and regenerative farming techniques could improve soil health and promote the sequestration of carbon in the soil. • Heavily wooded areas may limit access for installation of an interpretative trail. A trail network could be expanded in the future if increased funding is available. • Development of a complete interpretive trail network highlighting historic landscape uses can educate park visitors on former land uses before, during, and after the era of the KPPC.

Preferred Alternative: Alternative 3 – Establish Horticultural / Agricultural Programs to Highlight Historic Landscape Conditions

Alternative 3 allows for the interpretation of the historic landscape while retaining existing forested areas and avoiding the need for excessive land management. Organic and regenerative farming practices limit the use of water, fertilizer, and pesticides and enhance soil health. Expanding old fields and wildflower meadows enhances the ecological value of the park and reinforces the agricultural and pastoral history of the site. The development of a historic landscape interpretive trail network will leverage existing park resources to establish a new, unique, and educational attraction.

4. Enhance the Reservoir with Plantings and Strategic Access

Background:

The park has one freshwater pond/wetland, which formerly functioned as the hospital reservoir. Over the years, the reservoir evolved into a natural freshwater system. Stormwater is conveyed to the pond through a stormwater outfall on the western side of the pond. Surface runoff follows natural drainage patterns and enters the pond. The water is impounded due to dam structure (Harned Dam) on the roadside of the pond. An outfall pipe in the dam allows water to discharge to Nissequogue River and prevent the dam from being overtopped. The pond has steeply sloped sides and is surrounded by a 19th century cast-iron fence intended to restrict pedestrian access and recreational use. The fence and a nearby roadway limit physical and visual access to the water. The pond features a wooden bird blind on its southern edge. The dam spillway discharges to an outfall pipe which connects the freshwater pond to the tidal waters. The condition and elevation of the pipes both north and south should be assessed and monitored to ensure that saline tidal waters do not backflow and compromise the freshwater habitat.

Alternatives	**Considerations**
Alternative 1: Status Quo • Cast iron fence and sloped sides remain.	• Pond views and access are limited by its steep sides, fence, and dense vegetated buffer. • Invasive species such as Phragmites may colonize the wetland areas. • Retains historic aspects of this water resources.
Alternative 2: Pond Enhancement • Selectively remove sections of the cast iron fence and replace as needed with planting, boulders, or a more natural-appearing barrier that blends into the surroundings.	• Replacing the cast iron fence in sections as needed with boulders, thickets of low-growing woody shrubs, or new, context-appropriate fencing that complements the natural

• Create strategic access and views to the reservoir as a scenic and historic resource. • Selectively remove woody and herbaceous invasive species to improve strategic viewpoints. • Restore selective clearings with native riparian groundcover to enhance habitat and stabilize slopes. • Assess runoff issues and construct bioswales leading to the pond to provide stormwater pre-treatment to enhance pond water quality. • Rehabilitate the existing bird blind. • Provide interpretative signage about the history of the reservoir and role of freshwater wetlands in estuarine environments. • Create universally accessible loop around the reservoir.	surroundings will enhance views of the reservoir and experience of the natural surroundings. • The portion of the fence along Kings Park Boulevard could be retained as an automobile barrier. Removed sections of the fence could be salvaged, restored, and used elsewhere on the campus. • Removing the invasive species and adding native plants may enhance wildlife use of the pond. • Strategic access to the reservoir will allow users to more closely experience the reservoir as an important element and destination within the park while still protecting the habitats and ecologies of the reservoir. • Constructing bioswales would improve the pond's water quality. • Making the bird blind more inviting would increase its usage.

	• Construction activities would have a temporary impact on the pond's habitat. • Harned Dam (NYS ID 250-0434) should be inspected in accordance with NYSDEC guidance prior to any work near structure. • The reservoir is a DEC-regulated wetland. Any work within the pond or 100' of the upland buffer would require a DEC freshwater wetland permit. • The current trail is not universally accessible and should be made to comply with ADA regulations to allow users of all abilities to access the reservoir.
Alternative 3: Pond Enhancement and Stormwater System Daylighting • Remove the cast iron fence and replace with boulders, planting, or fencing where access should be blocked. • Regrade sides with gentler slopes to integrate the pond into the park as a natural feature of the landscape. • Remove woody and herbaceous invasive species.	• Removing the fence will allow the pond to serve as a focal point of the park. • Natural barriers like boulders, dense woody shrubs, and context-appropriate fencing can be used to prevent access where access should be limited. • The portion of the fence along Kings Park Boulevard could be retained as an automobile barrier. Removed sections of

• Plant native riparian plants to enhance habitat and stabilize slopes. • Construct bioswales leading to the pond to capture natural drainage. • Rehabilitate the existing bird blind. • Daylight portions of the 66” reinforced concrete pipe. • Assess the outfall conditions both north and south of the pond. • Create a meandering stream that discharges to the pond.	the fence could be salvaged, restored, and used elsewhere on the campus. • Removing the fence, regrading the slopes, and adding native wetland plants may enhance wildlife use of the pond. • Constructing bioswales would improve the pond’s water quality. • Making the bird blind more inviting would increase its usage. • Construction activities would have a temporary impact on the pond’s habitat. • Daylighting portions of the stormwater system will create a new aquatic habitat. • Daylighting will provide an additional scenic view. • The creation of a meandering stream would reduce flow velocity and reduce the transport and erosion of sediment. • Assessing the outfall could ensure future operability and ensure that project sea-level rise and storm surge will not

	result in a backflow of salt water into the freshwater pond. • The reservoir is a DEC-regulated wetland. Any work within the pond or 100' upland buffer would require a DEC freshwater wetland permit. • Harned Dam (NYS ID 250-0434) should be inspected in accordance with NYSDEC guidance prior to work near structure. • This level of work may require a separate EIS.

Preferred Alternative: Alternative 2 – Pond Enhancement

Selective fence and vegetation removals with native planting restoration will enhance habitat and improve public access. Rehabilitating the existing bird blind may provide a better experience for park users and highlight the BCA. Improving selective access to the pond will allow the pond to serve as a focal point of the park. Incorporating bioswales to capture runoff may improve water quality. Assessing the condition of the outfall is critical to ensure the sustainability of this freshwater ecosystem. Strategic retention and re-use of the removed portions of the cast-iron fence elsewhere on the campus provides opportunities for interpretation.

5. Engage in Ecological Restoration through Forest Expansion and Habitat Enhancement

Background:

As the land that is now NRSP transitioned from farmland to the KPPC campus, much of the site was cleared, developed, and revegetated with gardens, lawns, and ornamental plantings. The park now exhibits a considerable square footage of mown lawns

remaining from the KPPC period but without a specific park-related programmatic need to maintain them in this way.

In addition to the mown lawns that recall KPPC, the park is characterized by both contiguous and isolated forested areas, creating a patchwork of woodlands. Some portions of these existing woodlands may pre-date the KPPC, while others have developed since the hospital closure and are in varying stages of successional growth. The forested areas vary in species composition; the majority are classified as a mixed mesophytic forest. However, some more closely resemble an Oak-Tulip Tree Forest, an oak-hickory forest, an American Beech dominated woodland, or a White Pine Forest.

Altered environments are more susceptible to invasion from exotic species. A considerable part of the park, particularly the successional woodlands, is now overrun with invasive species.

Alternatives	Considerations
Alternative 1: Status Quo • NYS OPRHP Invasive Species Strike Team will continue to conduct occasional invasive species removals.	• Some invasive plants will continue to outcompete native vegetation. • There will be no significant enhancements to the natural environment.
Alternative 2: Comprehensive Ecological Restoration of Select Areas of the park with Intensive Invasive Removal • Create an Invasives Species Management Plan to identify type and extent of invasives throughout the park and to guide systematic eradication and control of invasives from all woodlands. • Incorporate localized invasives species control and native plantings in concert with building demolitions	• Removal of invasives throughout the park will reduce their reoccurrence and allow native plants to thrive. • Eradication of invasives will require significant time and effort. • Removal of all invasives is very difficult. • Reforesting portions of the park will improve ecological habitat and help reduce recolonization from invasive species.

and park improvements, guided by the Invasives Species Management Plan. • Restore cleared areas with native trees to connect the existing patchwork of woodlands. • Convert select mowed lawns into woodlands, fields, and pollinator meadows. • Establish an apiary in conjunction with wildflower meadows. • Expand the existing White Pine Forest at the northern edge of the park. • Plant native saplings in gaps or formerly cleared areas to increase canopy coverage and enhance mature forest areas. The type of tree plantings should be tailored to match the specific ecotype of the surrounding forest.	• Restoring old fields and wildflower meadows will provide important habitats for wildlife. • Increasing tall grasses or meadow areas at fringes of woodlands are ideal tick habitat. Ticks can carry Lyme Disease and other bloodborne pathogens. Signage should be provided to keep users within managed areas and paths and provide resources and preventative information about how to recognize ticks, tick bites. • An apiary will require resources to operate but will promote pollination and increase local bee populations. • Current diseases, such as White Pine Decline and Emerald Ash Borer, will require monitoring before specific plantings are proposed.
Alternative 3: Ecological Restoration of Select Areas of the park with Limited Invasive Removal • Create an Invasives Species Management Plan to identify type and extent of invasives throughout the park and to guide systematic eradication and control of invasives from all woodlands.	• Limited removal of invasives is more readily achievable. • Bamboo stands are relatively limited; removing them is achievable before they become too large to manage. • Removal of invasives from restored forests will increase the success of native plantings.

• Conduct limited removal of invasive species from specific restoration areas. • Conduct complete removal of bamboo. • Restore cleared areas with native trees to connect patchwork of woodlands. • Enhance existing forested areas along south side of the park. • Convert select mowed lawns into woodlands, fields, and wildflower meadows. • Expand pine forest into adjacent highly degraded clearing. • Expand and enhance maritime beech forest on northeast side of the park.	• Reforesting portions of the park will improve ecological habitats and help reduce recolonization of invasive species. • Restoring old fields and pollinator gardens will provide important habitats for wildlife. • Invasive species that can proliferate in meadow habitat (e.g., mugwort) should be eradicated from proposed meadow areas to increase successful restoration. • Management of grasslands, including occasional mowing, should be done in accordance with best management practices to avoid disturbing wildlife (e.g., avoid disturbing areas from April 23 to August 15 for nesting birds). • Increasing presence of tall grasses or meadow areas could increase the presence of deer and ticks that carry Lyme Disease and other bloodborne pathogens. Signage should be provided to keep users within managed areas and paths. White pines are a native species with allelopathic properties that may provide an efficient way of managing invasive

	undergrowth. White Pine Decline is a statewide issue with the species and should be monitored. • Expansion of the American Beech dominated forest will provide a greater amount of natural habitat and serve as a natural screen for adjacent residential properties.

Preferred Alternative: Alternative 3 – Ecological Restoration of Select Areas of the park with Limited Invasive Removal

Ecological restoration and preservation are critical components of a park's operation. As the former uses of NRSP have greatly altered the natural environment, extensive and immediate restoration of the park is not feasible or warranted. In addition, the park serves a variety of community services; these must be balanced with the existing natural environment. By focusing restoration efforts on key areas, resources can be applied more effectively, and project success is more likely to be achieved.

Degraded areas of the park are often associated with former buildings and parking lots. Reuse of these sites for recreational or operational facilities should be considered. When utilizing a former building location for active recreation, the removal of the structures should follow all regulatory standards for removal and remediation of soils where warranted. There are some areas of the park, particularly along the southern boundary, where forest restoration or enhancement is the preferred choice. These select reforestation and enhancement areas will provide a greater connectivity and depth to existing forested areas. In addition, as this area has been identified as a candidate for inclusion in the BCA, habitat enhancement is an appropriate measure.

Bamboo is an exotic and invasive species that can be very difficult to eradicate. There are patches of bamboo growing adjacent to Building 29 and Building 95; however, the amount of bamboo at these locations is presently limited. Removal at this stage will

be much easier and would be an effective use of park resources. Planting old fields or pollinator meadows along the transition between lawn and forested areas will increase native habitat size and value while limiting the impact on recreation and viewshed. Limiting the square footage of manicured lawns can also reduce overall maintenance needs. Meadow habitats still require occasional mowing on a specific schedule, typically late spring to early summer, to allow for the ground-nesting birds to nest and hatch. Bird species that may inhabit and nest within the park's old fields include ovenbirds, horned larks, and northern bobwhites.

The expansion of the existing White Pine Forest will provide a new attraction to the park while also increasing ecological habitat. Pine forests are unique in that they generally have very little understory and allow users to walk amongst the trees instead of along a path. In addition, the proposed expansion area is currently heavily degraded and invaded by Mugwort and Japanese Knotweed. Pine trees possess allelopathic properties that may help inhibit the invasives' abilities to recolonize these areas.

The expansion and enhancement of a localized area comprised of American Beeches, Norway maples, Red Oaks, and Ornamental Evergreens will provide a new attraction for naturalists and other park users. Enhancement could consist of removal and control of the Norway Maple while protecting and fostering additional Red Oak and American Beech. A portion of the expansion area includes an existing old field. The north side of the old field is bordered by adjacent residential properties. A forested area would also serve as a natural privacy screen for both neighboring residents and park users. Any loss in old field habitat would be offset by the ecological value of the native Beech Forest and the inclusion of old fields and wildflower meadows planned elsewhere in the park.

D. Building Reuse and Cultural Resource Protection

1. Master Plan Area One: Southern Fields

Background:

This area, located on the south end of the former KPPC campus, remained largely undeveloped for the first 75 years of the hospital's history. Until 1950, the area was mainly used as propagation fields and retained a large area of mature old-growth forest. As the patient population declined in the late 1950s, the hospital began the construction of two large wards (Buildings 21 and 22) in a remote area of cleared forest east of Kings Park Boulevard, to consolidate its operations into fewer structures. Shortly after their completion in 1965, KPPC constructed two of the last major structures to be built for the hospital: a medical and surgical building (Building 7), and a two-story patient rehabilitation and recreation center (demolished 2013).

Buildings 21 and 22 are large, four-story, multi-winged brick structures each containing over 250,000 square feet; Building 7 is a 13-story brick structure located west of Buildings 21 and 22 containing over 180,000 square feet. All three structures have been vacant since the hospital closed in 1996 and have since become an attractive nuisance and a frequent target for vandalism and illegal entry. Because of their size, configuration, and advanced state of deterioration, these buildings are not suitable for re-use in accordance with public input on future park programming.

Alternatives	Considerations
Alternative 1: Status Quo • Buildings 7, 21, and 22 to remain vacant. • Existing inactive parking lots and circulation infrastructure to remain. • Existing woodland to remain unaltered.	• The unoccupied buildings will continue to degrade. • If buildings remain vacant, there is no cost related to rehabilitation or demolition. • The size of the buildings is not suitable to support park programming.

	• The vacant buildings inhibit the full use of this section of the park. • The vacant buildings are a target for vandalism and illegal entry. • The vacant buildings present ongoing health and safety issues.
Alternative 2: Reuse Building Footprints for New Parking Lot, Multi-use Field, and Comfort Station; Protect and Expand the Existing Woodland • Remove Buildings 7, 21, and 22 to construct new multi-use fields, comfort station, and parking lot in former footprint of the buildings. • Protect and expand the existing woodlands.	• Removing the vacant structures eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • Removing the vacant structures provides additional open parkland for compatible new park programming. • Removal of the vacant structures provides ample area for expansion of the forested buffer while still providing open areas for active recreation. • The abatement and removal of the vacant structures and the preparation of the site for new park programming are significant costs. • Construction and maintenance of the new parking lot and comfort station are significant costs.
Alternative 3: Reuse Building Footprints for New Parking Lot, Comfort Station,	• Removing the vacant structures eliminates attractive nuisances and ongoing health and safety

Community Amenities, and Multi-Use Fields; Protect and Expand the Existing Woodlands • Remove Buildings 7, 21, and 22 to establish an active recreation zone and construct new comfort station, parking lot, and fieldhouse in former footprint of the buildings. • Protect and expand the existing woodland and emergent woodland.	concerns related to vandalism and illegal entry. • Removing the vacant structures provides additional open parkland for compatible new park programming. • Removal of the vacant structures provides ample area for expansion of the forested buffer while still providing open areas for active recreation. • The proposed active recreation area is near existing schools. • The abatement and removal of the vacant structures and the preparation of the site for new park programming are significant costs. • Construction and maintenance of the new parking lot, comfort station, dog park, playground, two multi-use fields, two hard courts, and an outdoor fitness area are significant costs.
Alternative 4: Reuse Building Footprints for New Parking Lot, Comfort Station/Fieldhouse, Maximum Amount of Community Amenities and Fields; Protect and Expand Existing Woodland • Remove Buildings 7, 21, 22 to establish an active recreation zone	• Removing the vacant structures eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • Removing the vacant structures provides additional open parkland

and construct a new comfort station, parking lot, playground, dog park, fitness area, and fieldhouse in former footprint of the buildings. • Protect and expand the existing mature woodlands and emergent woodland.	for compatible new park programming. • Removal of the vacant structures provides ample area for expansion of the forested buffer while still providing open areas for active recreation. • The abatement and removal of the vacant structures and the preparation of the site for new park programming are significant costs. • Construction and maintenance of the new parking lot, comfort station/ field house, dog park, playground, formal, competition sized active recreation fields, hard courts, and an outdoor fitness area are significant costs.

Preferred Alternative: Alternative 3 – Reuse Building Footprint for New Parking Lot, Comfort Station, Community Amenities, and Multi-Use Fields; Protect and Expand the Existing Woodlands

Alternative 3 eliminates the attractive nuisance created by Buildings 7, 21, and 22, which are vacant and deteriorating. Stabilization, maintenance, and rehabilitation of these buildings for new uses are cost prohibitive. The removal of these buildings provides new open space enabling the development of new active recreation areas and park amenities. Alternative 3 limits the development of these areas to the former footprints of Buildings 7, 21, and 22, thereby protecting existing undisturbed woodland. Preservation of the forested buffer is also important for the proposed expansion of the BCA.

Utilizing the former building footprints and existing vehicular access for new amenities is more sustainable than clearing existing forested areas. This is one of the guiding principles of the Master Plan.

2. Master Plan Area Two: West Farmstead

Background:

This area, located on the west end of the park, was the center of farming operations in the early years of the hospital when it was known as the Kings County Farm Asylum. Between 1885 and 1932, the area contained a dairy farm, piggery, slaughterhouse, horse stables, silos, propagation fields, an orchard, and a grazing field. In 1912, a large area of the grazing field was cleared to construct temporary tuberculosis wards; these structures were demolished in 1932 for the construction of large permanent wards known as Group 4 or 'the Quad' (Buildings 41-43). The area also contains two industrial structures: a laundry building (Building 5) constructed in 1905 and a power plant (Building 29) constructed in 1968.

Due to its high elevation, the southwest corner of the site contains elements of disused water infrastructure, including a covered reservoir constructed in 1923, a spheroid water tower (Building 45) constructed in 1960, and a series of small brick well buildings (collectively known as Building 84). A cemetery was added in the southwest edge of the area in the late 1960s and was used by the hospital until its closure in 1996. While farming operations largely ceased by the 1960s, some of the farm buildings remained well past the closure of the hospital. The last farm building was demolished in 2012, but remnants of foundations, fencing, and farm equipment are still visible in the wooded areas south of Group 4.

Group 4 is a cruciform, four-story, brick building containing over 400,000 square feet. It was abandoned in 1992 and became a frequent target of vandalism and illegal entry due to its remote location within the park. Because of their size, configuration, and advanced state of deterioration, these buildings are not suitable for re-use in accordance with public input on future park programming.

The laundry building (Building 5) and the power plant (Building 29) are located on the east side of Old Dock Road and remained in operation until 1996. Despite evidence of illegal entry and vandalism, the buildings are largely intact except for the power plant's railroad trestle, demolished in 2012, and smokestack, demolished in 2013. While the power station's configuration and lack of window openings presents challenges for reuse, the laundry building's size (33,000 square feet), one-story configuration, open floor plan, and abundance of natural light make it a good candidate for re-use. Furthermore, the laundry building is the oldest extant former hospital building within the park and could be used to interpret the hospital's early history.

Alternatives	**Considerations**
Alternative 1: Status Quo • Buildings 5, 29, 41, 42, and 43 to remain vacant. • Building 45 (water tower) and 84 (pump houses) to remain. • Existing cemetery to remain and be maintained unaltered. • Existing inactive parking lots and circulation infrastructure to remain. • Existing woodland to remain unaltered. • Capped and covered ashfill to remain undistributed.	• The unoccupied buildings will continue to degrade without stabilization. • If buildings remain vacant, there is no cost related to rehabilitation or demolition. • The size of the buildings is not suitable to support park programming. • The vacant buildings inhibit the full use of this section of the park. • The vacant buildings are a target for vandalism and illegal entry. • The vacant buildings present ongoing health and safety issues.
Alternative 2: Reuse Building Footprints to Establish Open Space. • Remove Buildings 5, 29, 41-43 to restore open space of historic grazing fields in former footprint of buildings.	• Removing all vacant buildings and structures eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry.

• Remove Building 45 (water tower) and 84 (pump houses). • Preserve and protect cemetery. • Restore landscape edges and maintain meadows to preserve views of the park and Long Island Sound. • Create natural surface trails throughout the woodland to access the historic cemetery and historic viewsheds at the site's highest point. • Maintain cover and open lawn areas over ashfill as multi-use field, and vantage point of interpretation.	• Establishment of open space in areas of existing woodlands would require significant clearing. • The abatement and removal of the vacant structures and the preparation of the site for park programming are significant costs. • Removing the vacant structures provides additional open parkland for compatible new park programming. • There is cost related to the continued maintenance of cemetery and restored historic landscape elements. • Ashfill requires further investigation and evaluation.
Alternative 3: Reestablish Agricultural / Horticultural Land Use and Renovate Building 5 as Market / Event Space • Retain Building 5 for new programming. • Develop areas adjacent to Building 5 for outdoor gatherings. • Reclaim unutilized parking area adjacent to Building 5 as parking for new programming in the area. • Create new parking trailhead west of Old Dock Rd. • Remove Building 29. • Remove Building 45 (water tower).	• Removing Buildings 29, 41-43, 45 and 84 eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • The establishment of open space in areas of existing woodlands would require significant clearing. • Soils would need to be examined and replenished to suit the types of cultivation proposed. • A suitable concessionaire who could successfully maintain the open space in an agricultural

• Remove Buildings 41-43 to restore open space of historic grazing fields in former footprint of buildings. • Restore soils to a level acceptable for the cultivation of agricultural crops or restore fields for animal husbandry. • Remove Building 84 (pump houses). • Preserve and protect cemetery. • Lease area to concessionaire with a focus on agriculture. • Create compatible uses between agricultural area and proposed reuse of Building 5. • Create natural surface trails throughout the woodland to access the historic cemetery and historic viewsheds at the site's highest point. • Maintain cover and open lawn areas over ashfill as multi-use field, and vantage point of interpretation.	manner would need to be identified. • The re-use of Building 5 is suitable if new uses can be identified. • Renovating the parking lot will allow universal access to new programming in Building 5 and offer a trailhead entrance to this region of the park. • Create new parking lot on west side of Old Dock Road to serve as a trailhead to the natural surface trails and agricultural area. • Building 29's configuration and lack of window openings make it challenging to re-use. • Building 5's smaller size and single-story configuration make it well suited for proposed park programming. • The costs related to the rehabilitation and re-use of Buildings 5 and 29 may be prohibitive. • The abatement and removal of the vacant structures and the preparation of the sites for park programming are significant costs. • Removing the vacant structures provides additional open parkland

	for compatible new park programming. • There are costs related to the continued maintenance of restored historic landscape elements. • Ashfill requires further investigation and evaluation.
Alternative 4: Reuse Building Footprint for New Equestrian Center • Retain Building 5 for new programming and create parking access. • Develop areas adjacent to Building 5 for outdoor gatherings. • Develop areas north of Building 5 for structured bike courses. • Remove Building 45 (water tower). • Remove Buildings 29, 41-43 to restore open space of historic grazing fields in former footprint of buildings. • Remove Building 84 (pump houses). • Preserve and protect cemetery. • Provide informal trailhead for equestrians. • Provide an equestrian center with facilities for boarding horses connected to an outdoor arena. • Provide a trail connection to Sunken Meadow Park with an easement through the existing undeveloped	• Removing Buildings 29, 41-43, 45, and 84 eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • The re-use of Building 5 is suitable if a new use can be identified. • Building 5's smaller size and single-story configuration make it well suited for proposed park programming. • The cost related to the rehabilitation and re-use of Building 5 may be prohibitive. • The abatement and removal of the vacant structures and the preparation of the site for park programming are significant costs. • The equestrian center requires public-private partnership(s) for development and operation.

parcel bordering the park immediately to the north. • Create natural surface trails throughout the woodland to access the historic cemetery and historic viewsheds at the site's highest point. • Maintain cover and open lawn areas over ashfill as multi-use field, vantage point of interpretation.	• There are costs related to the continued maintenance of restored historic landscape elements. • Ashfill requires further investigation and evaluation. • Equestrian Center could require supplemental environmental review.

Preferred Alternative: Alternative 3 – Reestablish Agricultural / Horticultural Land Use and Renovate Building 5 as Market / Event Space

Alternative 3 eliminates the attractive nuisance created by Buildings 29, 41- 43, and 84, which are vacant and deteriorating. The removal of these buildings would provide the opportunity to reinstate open spaces consistent with the historic agricultural use of the early hospital history and viewsheds across the park and to the Long Island Sound. The areas, having been graded for the buildings, offer a large, flat open plateau that could be transformed into a riding arena for a future open-space programming. The close proximity of the western edge of the park to Sunken Meadow State Park can be capitalized through the creation of a connection to the adjacent property by easement or land acquisition.

Alternative 3 limits development to Building 5, which is located east of Old Dock Road, providing convenient vehicular access. Although the old laundry building (Building 5) is subject to the same vacancy and deterioration concerns, its smaller size and open floor plan make it more compatible with park programming requested through public input and supported by market analysis, such as a year-round market with vendor space.

3. Master Plan Area Three: The Green

Background:

This area, organized around Kings Park Boulevard, became the operational center of the hospital when New York State assumed control in 1895. By 1900, the state initiated the first period of major expansion with the construction of 15 major structures, including larger masonry buildings and a complex of 10 buildings on the south end of the boulevard designed following Kirkbride planning principles. Between 1905 and 1940, over 20 additional structures were built, making this densely developed area, containing ward buildings, administration buildings, staff residences, community spaces, and supportive industrial structures, the core of the campus. Tiffany Field was installed as a recreation field and still operates today at the terminus of the Kings Park Boulevard at St. Johnland Road.

The area remained the center of hospital operations until the 1960s, when the patient population began to decline in response to widespread acceptance of out-patient therapy. As the early ward buildings became obsolete, the hospital abandoned them and constructed large new ward buildings on the periphery of the campus. Between 1967 and 1973, KPPC demolished at least 19 buildings along Kings Park Boulevard, many dating from the late 19th-century. Between 1985 and 2013, three additional buildings were demolished, leaving vast tracts of vacant space along Kings Park Boulevard.

There are 15 extant former hospital buildings in this area: an administration building (Building 3), ward building (Building 15), multi-family employee housing (Buildings 19 and 37), York Hall (Building 80), fire house (Building 83), multi-functional employee building (Buildings 90), high-rise ward building (Building 93), laundry building (Building 94), and single-family doctor's cottages (Buildings 95-99), all constructed between 1919 and 1956. Building 93, an eleven-story building was designed by state architect William E. Haugaard, funded by the Work Projects Administration Program (WPA), and is often cited as the most recognizable building within the former hospital campus. York Hall (Building 80) is a two-story brick performance hall that served as an assembly space for both the hospital and the surrounding community. York Hall is vacant but was partially

stabilized with the addition of a new roof in 2022. Building 93 and York Hall have been determined to be individually eligible for the National Register (NR).

The remaining buildings range in size from 3,700 square feet (Buildings 95-99) to nearly 300,000 square feet (Building 93), were abandoned between 1980 and 1996, and suffer from decades of deferred maintenance, illegal entry, and vandalism. While the larger ward buildings (Buildings 15, 90, 93) are too big to support park programming proposed by the public, smaller buildings like the fire station (Building 83) and doctor's cottages (Building 95-99) could be re-used by the park.

Alternatives	**Considerations**
Alternative 1: Status Quo • Buildings 3, 15, 19, 37, 80, 83, 90, 91, 93, and 95-99 to remain vacant. • Tiffany Field will to remain in use for active recreation. • Existing inactive parking lots and circulation infrastructure to remain. • Existing woodland to remain unaltered.	• The unoccupied buildings will continue to degrade. • If buildings remain vacant, there is no cost related to rehabilitation or demolition. • The size of some buildings is not suitable to support park programming. • The vacant buildings inhibit the full use of this section of the park. • The vacant buildings are a target for vandalism and illegal entry. • The vacant buildings present ongoing health and safety issues. • Kings Park Boulevard allows vehicular traffic to cut through the center of the park.
Alternative 2: Selective Building Removal to Create Long Central Meadow; Selective Buildings Retained for New Programming	• Removing Buildings 3, 15, 19, 37, 90, and 91 eliminates attractive nuisances and ongoing health and

• Remove Buildings 3, 15, 19, 37, 90, and 91 to create a long open meadow for strolling and recreation in former building footprints. • Remove Kings Park Boulevard. • Retain Buildings 80, 83, 93, 95-99 for new programming. • Create continuity of parkland with easement across OMH parcel. • Tiffany Field will remain in use for active recreation.	safety concerns related to vandalism and illegal entry. • The buildings are in poor condition and the cost for building rehabilitation and re-use is prohibitive. • The re-use of Buildings 80, 83, 93, 95-99 is suitable if new uses can be identified. • The re-use of Buildings 80 and 93 offers the potential use of historic rehabilitation tax credits. • The size, configuration, level of deterioration, and isolated locations of the ward buildings in this area does not support park-related programming identified by the public. • The abatement and removal of the vacant structures and the preparation of the site for park programming are significant costs. • Removing the vacant structures provides additional open parkland for compatible park programming. • The removal of Kings Park Boulevard creates a large central area of open space for park users, free from car traffic.

	• There are significant existing utilities beneath Kings Park Boulevard.
Alternative 3: Selective Large Buildings Removed to Create Long Central Meadow; Selective Small Buildings Retained for New Programming • Remove Buildings 3, 15, 19, 37, 90, 91, and 93 to create a long open meadow for strolling and recreation in former building footprints. • Remove Kings Park Boulevard. • Retain Buildings 80, 83, and 95-99 for new programming. • Create dedicated lawn spaces for model airplanes, disc golf, and other outdoor recreation and gatherings. • Create continuity of parkland with easement across OMH parcel. • Tiffany Field will remain in use for active recreation.	• Removing Buildings 3, 15, 19, 37, 90, 91, and 93 eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • The re-use of Buildings 80, 83, 95-99 is suitable if new uses can be identified. • The smaller sizes of Buildings 83 and 95-99 make them well suited for desired park programming identified by the public. • The re-use of Building 80 offers the potential use of historic rehabilitation tax credits. • The cost for building rehabilitation and re-use may be cost prohibitive. • The abatement and removal of the vacant structures and the preparation of the site for park programming are significant costs. • Removal of Building 93 triggers the need for mitigation under Section 14.09 of the New York State Historic Preservation Act.

	• The removal of the buildings and the boulevard provides additional open parkland for compatible park programming. • There are significant existing utilities beneath Kings Park Boulevard.
Alternative 4: Removal of Buildings to Create Long Central Meadow; Retain Building 80 for New Programming • Remove Buildings 3, 15, 19, 37, 83, 90, 91, 93, and 95-99 to create a long open meadow for strolling and recreation in former footprints of buildings. • Retain Building 80 for new programming. • Create dedicated lawn spaces for model airplanes, disc golf, and other outdoor recreation and gathering. • Create lawn spaces for flex use and larger gatherings. • Create continuity of parkland with easement across or jurisdictional transfer of the OMH parcel. • Tiffany Field will to remain in use for active recreation.	• Removing Buildings 3, 15, 19, 37, 83, 90, 91, 93, and 95-99 eliminates attractive nuisances and ongoing health and safety concerns related to vandalism and illegal entry. • The re-use of Building 80 is suitable if a new use can be identified. • The cost for the rehabilitation and re-use of Building 80 may be significant. • The abatement and removal of the vacant structures and the preparation of the site for park programming are significant costs. • The removal of the buildings and the boulevard provides additional open parkland for compatible new park programming.

Preferred Alternative: Alternative 3 – Selective Large Buildings Removed to Create Long Central Meadow; Selective Small Buildings Retained for New Programming

Alternative 3 eliminates the attractive nuisance created by Buildings 3, 15, 19, 37, 90, 91, and 93, which are vacant and deteriorating. Alternative 3 limits development to Buildings 80, 83, and 95-99, which are located outside of the proposed central multi-use green space and have convenient vehicular access. Although these buildings are subject to the same vacancy and deterioration concerns, their smaller size, dedicated uses, and central location make them more compatible with park programming requested by public input. Restoring Building 80's historic use as a community and performance space is supported by the public and through market analysis, which identified a local demand for live performance and event venues. Buildings 95-99, which originally served as single-family homes for hospital employees, could be rehabilitated to provide seasonal lodging to support other proposed uses. Building 83's central location, single-story open floor plan, and large operable garage doors make it well suited for a seasonal concession facility that could also serve as a comfort station for park users.

4. Master Plan Area Four: The Bluff

Background:

This area, located north of St. Johnland Road near the marina, contains 18 former hospital buildings and the Department of Environmental Conservation's Marine Resources headquarters, completed in 2021. Fourteen of the former hospital buildings were part of the Veterans' Memorial Hospital Unit (VMHU), a single development constructed between 1925 and 1932 for the treatment of war veterans. The area also contains a garage (Building 62) constructed in 1939, a small sewage pump house (Building 53) constructed in 1930, the former superintendent's house (Building 67) constructed in 1939, a greenhouse (Building 65) constructed in 1939, and a reservoir, created in 1886 by damming a small creek that once flowed into Sand Cove.

The VMHU originally consisted of 21 buildings and included a medical and surgical building, ward buildings, an administration building, staff dormitories, two- and four-family staff residences, and single-family doctor's cottages. The VMHU was the greatest single expansion in the history of the hospital when it was dedicated in 1927 and remained the primary psychiatric hospital for veterans in New York State until the late 1970s. Although seven of the former VMHU buildings were demolished between 1984 and 2016, the extant assemblage of structures has been determined eligible for the National Register (NR) as a single district due to its remaining integrity, historical association with World War I, and relationship to the development of mental health treatment for veterans.

The 14 extant VMHU buildings are all multi-story brick buildings designed in the Colonial Revival style and range in size from 4,200 square feet to nearly 90,000 square feet. The original administration building (Building 125) was renovated in 2021 and is currently used by the park for administration, community meeting space, and interpretation. Two single-family doctor's cottages (Buildings 130 and 132) are partially renovated but currently vacant. The garage (Building 62) and greenhouse (Building 65) are currently used by the park for maintenance and operations.

All other extant structures in this area (Buildings 39, 58, 67, 126-129, 136-139, and 144) were vacated in the 1990s when the hospital was in the process of deinstitutionalization. The vacant buildings have suffered from decades of deferred maintenance, illegal entry, and vandalism. Much of the deterioration was caused by water infiltration accelerated by the theft of the buildings' copper flashing. Because of their size, configuration, and advanced state of deterioration, these buildings are not suitable for re-use for park programming. They could be reused for complementary activities through a public-private partnership that would fund their rehabilitation, operation, and maintenance. Because these buildings constitute an NR-eligible district, the rehabilitation cost could be offset with historic rehabilitation tax credits.

Alternatives	Considerations
Alternative 1: Status Quo • Buildings 39, 53, 67, 126, 127, 128, 129, 130, 132, 136, 137, 138, 139, 140, and 144 to remain vacant. • Buildings 62, 65 and 125 to remain to support existing park programming. • Existing inactive parking lots and circulation infrastructure to remain. • Existing woodland and water's edge to remain unaltered.	• The unoccupied buildings will continue to degrade without stabilization. • If buildings remain vacant, there is no cost related to rehabilitation or demolition. • The size of some buildings is not suitable to support park programming. • The vacant buildings inhibit the full use of the parkland. • The vacant buildings are a target for vandalism and illegal entry. • The vacant building present ongoing health and safety issues.
Alternative 2: Retention of All Buildings for Potential Re-use • Retain buildings currently used for park operations. • Retain all vacant buildings for new compatible programming through a public-private partnership(s). • Restore and reprogram existing structures within the district for use as a museum. • Prioritize restoration of the natural landscape at the water's edge, preserve open views, and expand trails.	• The re-use of existing buildings is suitable if new uses can be identified. • The costs for building rehabilitation and re-use may be cost prohibitive. • The re-use of buildings within the NR-eligible district offers the potential for historic rehabilitation tax credits. • The widespread re-use of the buildings requires public-private partnership(s) for development and operation.

	• Leasing terms would need to be extended beyond the current terms to justify the capital investments needed. • A museum dedicated to the history of the site and the town has been strongly requested by the community and was modeled to be successful through economic analysis. • Close the segment of Soundview Court Drive from its intersection with St. Johnland Road to its intersection with Kings Park Boulevard to the north. • Create new parking lot north of Building 138 and south of Building 140. • Extend and realign the western terminus of Cottonwood Drive to connect with Old Dock Road; Close eastern portion of Cottonwood Drive such that it becomes a short access road that connects Old Dock Road to the new parking lot and does not offer vehicular access to the interior of the park.
Alternative 3: Retention of Small Buildings for Potential Re-use	• The re-use of existing buildings is suitable if new uses can be identified.

• Prioritize removing buildings with footprints over 40,000 square feet as that is a more manageable scale for rehabilitation. • Retain Building 137 for adaptive re-use as a large-scale event space. • Retain buildings currently used for park operations. • Mothball buildings under 40,000 square feet for new compatible programming through public-private partnership(s). • Restore and reprogram existing structures within the district for use as a museum. • Prioritize restoration of the natural landscape at the water's edge, preserve open views, and expand trails.	• The costs for building stabilization, rehabilitation, and re-use may be prohibitive. • The removal of buildings within the NR-eligible district prevents the potential for use of historic rehabilitation tax credits. • The removal of structures within the NR-eligible district triggers the need for mitigation under Section 14.09 of the New York State Historic Preservation Act. • The rehabilitation and operation of Building 137 would require a partnership or lessee to take responsibility for renovation and upkeep of the structure. • Leasing terms would need to be extended beyond the current lease to justify the capital investments needed. • Building re-use requires public-private partnership(s) for development and operation. • A museum dedicated to the history of the site and the town has been strongly requested by the community and was modeled to be successful through economic analysis.

	• Close the segment of Soundview Court Drive from its intersection with St. Johnland Road to its intersection with Kings Park Boulevard to the north. • Create new parking lot north of Building 138 and south of Building 140. • Extend and realign the western terminus of Cottonwood Drive to connect with Old Dock Road; close eastern portion of Cottonwood Drive such that it becomes a short access road that connects Old Dock Road to the new parking lot and does not offer vehicular access to the interior of the park.
Alternative 4: Retention of Select Small Buildings for New Uses • Remove buildings with footprints over 10,000 square feet. • Retain buildings currently used for park operations. • Prioritize restoration of the natural landscape at the water's edge, preserve open views, and expand trails. • Restore and reprogram existing structures within the district for use as a museum.	• The re-use of existing buildings is suitable if new uses can be identified. • There is cost related to the stabilization, rehabilitation, and re-use of the small buildings. • The removal of buildings within the NR-eligible district prevents the potential for historic rehabilitation tax credits. • The removal of structures within the NR-eligible district triggers mitigation under Section 14.09 of

	the New York State Historic Preservation Act. • The removal of most buildings provides the maximum amount of open space. • A museum dedicated to the history of the site and the town has been strongly requested by the community and was modeled to be successful through economic analysis.

Preferred Alternative: Alternative 2 – Retention All Buildings for Potential Re-use

Alternative 2 proposes the retention of the 14 extant buildings within the NR-eligible VMHU Historic District as well as Buildings, 62, and 65, 67 which are not part of the historic district but are currently used by OPRHP for maintenance and operations. This alternative would allow time for OPRHP to explore options for public-private partnerships that could potentially take advantage of historic rehabilitation tax credits to offset the costs of rehabilitation and operation.

Community amenities would be sited within the open area of The Bluff, including a universally accessible playground, dog run, and comfort station. A site-wide multipurpose bike loop would encircle the upper, northernmost area, connecting it to the rest of the site and leading users to the waterfront vistas offered by the Long Island Sound.

A cultural and community center, including space for a museum to house a collection displaying the history of Kings Park and the Kings Park Psychiatric Center, would be sited in one of the historic buildings.

5. Preserve and Protect Archaeological Resources

Background:

In 2021, Hartgen Archeological Associates, Inc. conducted an extensive historical review and archeological assessment of NRSP, with particular focus on the former use of the parcel as a psychiatric hospital. This study is entitled *Phase IA Archaeological Sensitivity Assessment, Town of Smithtown, Hamlet of Kings Park, Suffolk County, New York, HAA5645-11, SHPO 21PR02309.00*, and is on file at OPRHP on Peebles Island, New York. Locations of known archaeological sites contained in this report are held confidential as a measure of site protection.

The study included the exploration of past land use by Indigenous people after the last glaciation up to the modern period, considering the potential archeological signatures of past human activities and the unintended disturbance and destruction of some resources by more recent site development. The archaeological analysis indicated that the park is a pastiche (imitation) of intact landscapes with high archeological sensitivity. The variability of landscape sensitivity and potential for having sensitivity was mapped at a large scale throughout the state parklands and provides an important foundation from which decisions regarding the need for additional archaeology might be made, particularly with respect to future development and activities.

The proposed alternatives and actions recommended within each Master Plan area may result in varying impacts and effects to archaeological resources. Given the relatively wide range of proposed activities in areas of varying archaeological sensitivity and potential, it is currently not possible to assess each in detail.

Master Plan Areas	Considerations
Southern Fields, West Farmstead, and The Green	• Future archaeology will be required to provide appropriate research questions, proposed methodological approaches, and a plan for the curation of archaeological material and related field notes and files.

	• Proposed activities will require coordination with the DHP to determine potential effects on archaeological resources under Section 14.09 of the New York State Historic Preservation Act. • An Archaeological Management Plan (ARMP) can be developed to streamline the review process and identify exempt and non-exempt activities and actions. • Best practices to limit disturbances during redevelopment activities can also be developed to further assist in the consultation process.
The Bluff	• Future archaeology will be required to provide appropriate research questions, proposed methodological approaches, and a plan for the curation of archaeological material and related field notes and files. • Proposed activities will require coordination with the SHPO to determine potential effects on archaeological resources under Section 14.09 of the New York State Historic Preservation Act. • An Archaeological Management Plan (ARMP) can be developed to

	streamline the review process and identify exempt and non-exempt activities and actions. • Best practices to limit disturbances during redevelopment activities can also be developed to further assist in the consultation process. • This area has been determined eligible as a historic district for the New York State and National Registers of Historic Places. • This area of the park is the most archaeologically sensitive and presents some of the greatest archeological potential due to the relatively limited historic disturbances. • There is potential for interpretation of pre-historical occupation.

E. Recreational Resource Development

1. Increase Potential for Active Recreation

Background:

NRSP currently supports predominantly passive recreational activities such as walking and hiking, as well as active waterfront recreation through the existing marina, boat launch and kayak***/***canoe launch facilities utilizing facilities that were developed when KPPC was in operation. Generally, the natural-surface trails were not planned but have been worn in by visitor use.

Currently the only active recreation area for the park includes a ballfield in the northern section of the park and three turf soccer fields, in the location known as Tiffany Field. The ballfield has a backstop opposite the picnic pavilion in the northern portion of the park. The field is not striped and is for pick-up games and not organized play. The three natural turf soccer fields are located at Tiffany Field to the south of St. Johnland Road. The Kings Park Soccer Club has a cooperative agreement with OPRHP which is valid through 2026. The Soccer Club pays an annual fee for use of the fields; the agency does not provide any services other than a water source for irrigation. The club provides its own container boxes for storage and light towers for evening play. Because the private organization pays an annual fee to use the Tiffany Field, they are not open to the general public.

OPRHP permits are issued for a model airplane club to use open fields flanking King's Park Boulevard in the lower park section. Permits are also issued for paddleboarders to access a small beach area at the north end of NRSP.

The Master Plan proposes a cluster of new open lawn areas in the southern portion of the park in the footprint of large ward buildings. Multi-use fields can accommodate an array of informal sports activities. If the buildings are cleared, a total of 22 acres of flat open area becomes available. This is enough for both multi-use fields and the potential for development of more formal baseball, soccer and football fields should the demand increase. Currently there are no court sports such as basketball, tennis or pickle ball located within the park boundaries.

Community input requested continued access for model airplanes, exploration of areas for disc golf, dedicated trails for mountain bikes, play areas, water parks, fitness areas and creation of an expanded trail network. A disc golf course or biking adventure course would require a public-private partnership for ongoing operations and maintenance. There are suitable areas for both activities within two of the Master Plan Areas the West Farmstead and The Green.

Alternatives	Considerations
Alternative 1: Status Quo • No changes to existing sport fields and use agreements.	• There are no court sports and field sports are limited and may not meet the needs of park visitors. • No additional capital investments are needed. • Minimal recreational facilities are provided. • Large segments of NRSP will continue to be closed to park users. • Opportunities for additional recreational activities will not be provided. • Inadequate restroom facilities will continue to be an issue. • The Soccer Club has a cooperative agreement with OPRHP and pays an annual fee for use of the fields. Additional services may be needed to accommodate programming needs but will not be met. • Model Airplane group has a permit with OPRHP through the Academy of Model Aeronautics (AMA) to use an open area in the southwest portion of the park. The group will need space outlined in the Master Plan to ensure

	continued use, but this will not be met. • Boating and fishing enthusiasts currently frequent the Marina and will have expanded access as part of the Marina expansion, (not part of this Master Plan/EIS).
Alternative 2: Remove unutilized buildings in the southern portion of the park and re-develop the open flat areas for active recreation • Remove Building sites 21, 7, and 22. • Provide supporting parking lots, a comfort station, storage, and lighting for new multi-use fields. • Provide lighting for select recreational amenities that could support night play such as sport courts and fields. • Provide multi-use fields for a variety of active recreational uses.	• Cost to abate and demolish vacant structures and prepare site for park programming. • Cost to construct and maintain additional parking lots and comfort stations. • Cost to provide storage and lighting for existing fields. • Providing services to existing fields will be appreciated by current visitors and field users.
Alternative 3: Expand services and remove unutilized buildings in the southern portion of the park and provide an array of formal sports facilities • Expand services for existing fields. • Create multiuse fields, active sports fields, and courts sports at the southern portion of the site. • Remove Building sites 21, 7, and 22.	• Requires extensive grading to provide flat open areas required for active recreation. • Cost to abate and demolish vacant structures and prepare site for park programming. • Cost to expand and build multiuse fields and courts. • Cost to maintain new multiuse fields and courts.

• Provide supporting access roads, parking lots, comfort stations, storage, and lighting. • Provide space for a field house/concession stand. • Provide related neighborhood amenities such as dog runs.	• Opens up possibility for expanded cooperative agreements for field use and maintenance. • Parking area would need to be sized to the amount of active recreation proposed. • New infrastructure for comfort stations and area lighting will be required. • Cost to construct and maintain additional parking lots and comfort stations. • Cost to provide storage and lighting for existing fields. • Expanding court sports and field sports will improve park experience. • Sport lighting will require new infrastructure and a dedicated energy source. • Sport lighting could extend the available hours of play for active recreational facilities. • Higher capital investment will be required. • Additional development may require additional maintenance staff. • Site at convenient location for park visitors.

Preferred Alternative: Alternative 2 – Expand services and remove unutilized buildings in the southern portion of the park and re-develop the open flat areas for active recreation.

Alternative 2, expand services and create new areas by the removal of the modern ward buildings is the preferred alternative. This alternative removes Building 21, 7, and 22, provides supporting access roads, parking lots, comfort stations, storage, and lighting for existing fields and courts.

This alternative also proposes the addition of small-scale neighborhood amenities such as tot-lots and dog runs as integral pieces of the overall active recreation areas. The total area available for development of active recreational facilities after removal of the buildings in the southern portion of the park is 22 acres. Development of multi-use fields does not preclude the development of more formal fields, such as for baseball, soccer, and football, should the demand for regulation fields increase.

2. Increase Potential for Passive Recreation

Background:

There are many opportunities for informal day uses at the park including picnicking, bird watching, and hiking. The Community Room within NRSP administration building can be rented through the park office. The picnic pavilion can also be rented on a first come, first served basis. If renting the picnic pavilion or hosting an event of more than 50 people, the applicant must apply for either a group use or park use permit through the Regional Permits Department, which is located at the Long Island Regional Headquarters at Belmont Lake State Park. At the park there is a group who flies model airplanes. Permits are required for flying model airplanes, use of metal detectors, and photography for events such as weddings and engagement photos.

NRSP currently supports predominantly passive recreational activities such as walking and hiking, as well as active waterfront recreation through the existing marina, boat launch and kayak/canoe launch facilities utilizing facilities that were developed when KPPC was in operation. Generally, the natural surface trails were not planned but have

been worn in by visitor use. Generally, the park also lacks basic park amenities to support passive recreation such as trail head parking, trail maps and signage, drinking fountains, restrooms, benches, and bike racks.

Alternatives	Considerations
Alternative 1: Status Quo • Existing picnic space, walking trails, and permitting for model airplanes, metal detectors, and photography will remain with no changes.	• No additional capital investments are needed. • Existing passive recreation is limited and does not meet the needs of park visitors.
Alternative 2: Expand Passive Recreation Parkwide • Clear and maintain areas for passive recreation space and informal use or programmed events. • Provide a variation of trail types throughout the park, being sensitive to the natural habitats they transect. • Increase accessible trails to key program areas, historic landscape interpretive points and new park amenities.	• Cost to construct, fund, and maintain new passive recreation space. • Cost to construct, fund, and maintain new passive trails. • Capital investment required. • Removal of existing roads and associated infrastructure required. • Trail expansion should be done with care to avoid crowding the park with trails and causing greater edge effects/zone of influence to natural areas. • Trail design should be implemented to minimize negative effects on wildlife and natural communities and include provisions for the control of invasives within and adjacent to the corridors of trail improvements.

	• Requires development of a signage system for routes and associated accessibility options.

Preferred Alternative: Alternative 2 – Expand Passive Recreation Parkwide

Alternative 2, expand passive recreation throughout the park is the preferred alternative. The expansion of passive recreational areas offers the most flexibility for park development over time. The passive recreational system should be developed hand in hand with the development of a parkwide circulation system and strategic forest expansion. This alternative maximizes use of passive recreation.

3. Improve Waterfront Access and Amenities

Background:

NRSP has over one mile of mainland tidal shoreline along the north and northeastern sections of the park. A portion of the Greenbelt Trail travels along NRSP shoreline and offers excellent water views. Excellent water views are also provided along a secondary trail from the boat ramp parking area extending to the north end of NRSP.

In addition to the trails along the shoreline, NRSP also has an existing marina for registered slip holders, a boat launch, a kayak launch and permit only access point for paddleboarders for water related recreational opportunities**.** The marina facilities including the kayak launch and boat ramp parking are currently in the design and permitting phase to bring these popular facilities up to current standards. For this Master Plan, the proposed design is treated as the existing condition. The new facilities will include a 157-slip marina with a 211-space parking lot on the south side of the cove and parking for 27 car/boat trailers and a new floating ADA-compliant kayak launch with 5 kayak concession trailers parking spaces and 20 cars parking spaces on the north side of the cove. This project is being reviewed separately under SEQR.

At NRSP visitors can enjoy a wide range of waterfront amenities including kayaking, paddle boarding, fishing, and boating. At the existing marina, visitors can access

registered boat slips from the third Monday in April through November 1st. There are plans to expand the existing marina to accommodate more boating activity. A kayak and canoe rental concession operate on site following the same season as the marina from April to November. The public can also enjoy paddle boarding at the park once they obtain a free permit. Permit holders can launch their paddle boards north of the marina via a gravel road. Fishing is permitted year-round along the shoreline with a saltwater fishing permit issued by the Department of Environmental Conservation.

Alternatives	Considerations
Alternative 1: Status Quo • Trails and the marina facilities as described above will be maintained.	• No additional capital investments are needed. • Planned redevelopment of the marina, which is not part of the Master Plan/EIS, provides for waterfront development and recreation for park users. • Additional signage can improve the trail experience.
Alternative 2: Improve Access • Increase universal access to the waterfront views for all visitors and improve viewsheds.	• Identify locations where selective pruning may increase viewsheds and overlooks within NRSP. • Minor maintenance cost.
Alternative 3: Reservoir Trail • Expand waterfront amenities by creating an accessible perimeter trail around the reservoir and connecting to the existing waterfront and other park trails.	• Regrading and revegetation of the reservoir shoreline will increase the aesthetic and ecological function of the reservoir. • A reservoir trail offers a good opportunity for an ADA accessible loop and should be tied to a nearby parking location. • Development of the reservoir shoreline trail offers the

	opportunity to expand ecological communities. • Connection to the tidal shoreline trail section requires pedestrian crossing of Kings Park Blvd segment north of St. Johnland Road and associated safety concerns. • Low capital cost and maintenance costs to implement. • Visitor access to reservoir area such as existing parking, may be impacted during construction.
Alternative 4: Improve Amenities • Provide programmatic support for kayak concessioners. • Provide an accessible area for kayak storage and rentals. • Provide a location for a seasonal waterfront concession such as an area for food trucks or an informal outdoor café.	• Kayak launch and marina are within the 100-year and 500-year flood zone.

Preferred Alternative: Alternative 2, 3, 4 – Improve Waterfront Access

Alternative 3 proposes a new universally accessible trail around the former reservoir. This project could be coupled with removal of the fence and re-grading of the sides for pedestrian safety and to increase extents of wetland habitat. The trail offers the opportunity to design an accessible trail with both ecological and educational benefits. The reservoir's close proximity to the Marina extends the waterfront experience inland and connects the interior of the site to the coastline. Along with the existing marina

improvement project, universal access from the interior of the site to the improved marina will offer more continuity of use, experience, and access across the site. Improving access for both vehicular and non-vehicular waterfront users will allow circulation to connect uninterrupted from all park entrances to the waterfront. A new universally accessible kayak launch to the north of the marina will allow users of all abilities to kayak from the shoreline, and improved boat slips will encourage day boaters to visit the park. A seasonal café or concessions stand located nearby the marina would be an asset to the waterfront and allow visitors to the site to spend the day at the park without needing to leave for refreshments. The existing Greenbelt Trail will bring users in from the east and through to the marina, and new park circulation will connect and extend the Greenbelt waterfront connection into the rest of the site. Connections to Sunken Meadow State Park at the NW waterfront of the park will also be clarified with wayfinding and signage.

4. Provide Neighborhood Scale Amenities

Background:

There is a wide range of programming from educational to athletic programs. Many educational programs are run through environmental and scientific research permits. Permit holders include NYS Department of Agriculture, NYS Department of Environmental Conservation, Suffolk County Vector Control, and New York City Parks. The Environmental Education Department offers year-round tours and programs, including maple sugaring. Local organizations, such as the Nissequogue River State Park Foundation, host community events such as an annual Sunset Run in June, a Turkey Trot 5K running race in November, and a canoe and kayak regatta. NRSP hosts annual single-day events such as running races and a cyclo-cross mountain bike race.

Alternatives	Considerations
Alternative 1: Status Quo • Soccer • Informal baseball • Educational programs	• No additional capital investments are needed.

• Running races • Annual events	• Current programming is limited and may not meet the needs of park visitors. • Based on the scale of the park there is opportunity to expand programming.
Alternative 2: Expand informal programming • Provide new picnic areas for informal programming. • Provide more space for popup informal programming.	• Cost to construct, fund, and maintain new picnic area. • Cost to construct, fund, and maintain new popup programming areas. • Additional resources may be required to manage increased park usage during popup programming. During large events, additional staffing, sufficient parking, restroom facilities, and refuse collection points should be provided to mitigate issues associated with large gatherings.
Alternative 3: Expand Park Facilities • Provide facilities to support farmers markets, outdoor performances, and historic tours. • Provide new picnic areas. • Provide localized play areas, fitness areas and dog run that serve local neighborhoods. • Provide more space for popup informal programming.	• Cost to construct, fund, and maintain new facilities to support outdoor performance, tours, and farmers markets. • Capital investment required. • Additional resources may be required to manage increased park usage during popup programming. During large events, additional staffing,

	sufficient parking, restroom facilities, and refuse collection points should be provided to mitigate issues associated with large gatherings.

Preferred Alternative: Alternative 3 – Expand Park Facilities Alternative 3, expand facilities throughout the park is the preferred alternative. A year-round market offers connections to the region's agricultural character, while the historical theater and event space at the center of the site offer a venue for weddings, concerts, or seasonal troupes. Flexible open space will allow for informal programming to happen in the park. New fitness trails or a dog run will improve the neighborhood park experience.

5. Provide Play Areas for Children of all abilities

Background:

Play areas at NRSP are currently limited. There is one play structure in NRSP by the west side of the administration building. The playground is not fenced in. There are passive recreation areas for children and families to enjoy throughout the park. The size of the park could support multiple, localized community centered areas for gathering and play in the form of structured and unstructured play areas, dog parks and fitness areas, all interconnected by the proposed park circulation system. There is community interest in providing universally accessible play areas for children of all abilities.

Alternatives	Considerations
Alternative 1: Status Quo • One playground by admin building.	• No additional capital investments are needed. • Play areas are limited and may not meet the needs of park visitors.

Alternative 2: Expand Play Areas • Add play areas near southern recreation complex. • Offer play areas near existing schools/ existing recreation. • Site play areas adjacent to key neighborhood access points.	• Cost to construct and maintain new play areas. • Construction of play areas should be sited to not impact wildlife habitat or existing plantings. • New play areas will provide more activities for families and children. • Capital investment required.
Alternative 3: Expand Play Areas to Support the Community • Provide play areas for children of all abilities, enhance sensory play. • Expand the opportunities beyond structured play areas and within natural areas. • Create play areas to support adjacent community nodes. • Support surrounding neighborhoods North of the park. • New play areas around Tiffany Field.	• Cost to construct and maintain new play areas. • Construction of play areas might impact wildlife habitat or existing plantings. • New play areas will provide more activities for families and children. • More play areas will increase park visitation. • Siting of plays areas should consider impact of access requirements on natural areas. • Capital investment required.

Preferred Alternative: Alternative 3 – Expand Play Areas to serve Local Neighborhoods

Alternative 3, expand play areas to support the community is the preferred alternative. This alternative allows visitors to enjoy new play areas that have abundant resources for children of all needs and expand play experiences beyond structured play areas to natural areas. Siting of play areas should be done in collaboration with the local community to maximize access for all neighborhoods that abut the park and to allow access for both vehicular and non-vehicular users. All play areas should be designed

for children of all needs and play structures should be chosen specifically for appropriateness with a range of abilities and play styles.

Siting of the play areas will be decentralized across the park so local neighborhoods can have easy access to the play areas. A diversity of play structures for children ages 2 to 5 and 5 to 12 should be provided. In additional to formal play areas, nature trails and sensory trails can provide complementary play experiences in the park. Play areas should be located adjacent to multi-use fields for informal sports and games.

F. Park Access and Circulation Systems

Current entrances to the park utilize the vehicular entrances of the former hospital campus, as such connectivity for pedestrians and cyclists through park paths, sidewalks and trails is lacking. Former tree plantings that lined the entrance roads have declined and been removed over time. Additionally clear signage indicating parking and trail access is not present. Better connectivity to downtown Kings Park and expansion of trails for hiking, jogging, and cycling was the top request noted in the 2021 Recreational Needs Assessment for NRSP. The creation of welcoming entrances and a comprehensive trail system for park patrons of all ages and all abilities is one of the primary goals of the master plan.

1. Improve Park Entrances for all Types of Access

Background:

A fundamental principal of the master plan is to shift the car-centered circulation system of the former hospital campus to a pedestrian-centered system for the park. Park entrances should be welcoming, contain healthy tree plantings, be legible at multiple scales and set the tone for the park experience. The master plan proposes a new circulation system that departs from the former road network and is designed for pedestrians, joggers, and cyclists. Vehicular access is maintained, but rather than bisecting the park, leads to a series of perimeter trailhead parking areas with close proximity to key program areas, such as York Hall or the South Fields. Currently the primary vehicle entrances to NRSP are at the southern boundary of the park at Route

25A and Kings Park Boulevard, and in the center of the park at the intersection of St. Johnland Road and Kings Park Boulevard. Sidewalks provide pedestrian entrance at Kings Park Blvd intersections. Secondary vehicle access is located at Flynn Road from Old Dock Road.

There are also numerous pedestrian entrances to NRSP including the formal entrances to the Hike and Bike Trail located west of the vehicular access on East Main Street (Route 25A) and Old Dock Road, which also provides bicycle access. The Greenbelt Trail provides pedestrian access along the shoreline from the northwest corner of NRSP to the eastern property line at St. Johnland Road. Informal pedestrian entrances are typically either closed KPPC entrances or a cut fence with worn in path. The main locations where informal pedestrian access points were observed are along Lawrence Road, behind residences in the Heather Drive area and from Upper Dock Road. The Upper Dock Road location provides a point of close connection to the Sunken Meadow State Park trails and the entrance is currently identified with signage as an access point between Sunken Meadow State Park and NRSP.

Alternatives	Considerations
Alternative 1: Status Quo • Entrances to the park use the former hospital entrances. • Vehicular and pedestrian entrances remain at Kings Park Blvd intersection with East Main Street and St. Johnland Road. • Informal pedestrian access points will remain open without additional improvements.	• Existing park entrances prioritize vehicular traffic over pedestrians and cyclists. • Circulation is challenging to navigate and park visitors may become lost on roads and trails. • Safety concerns related to park access and navigation are not addressed. • Vehicle entrances are not associated with park usage or parking areas.

	• Lack of signage makes it difficult to determine entrance location to access specific activity areas. • Entrances with poor site distances and design will remain. Informal pedestrian entrances may contribute to deterioration of natural areas. • Current single toll booth to north section of the park will remain. Lack of fee collection for south section users will continue. • Maintenance will be ongoing to maintain existing park roads. • Conflicts between park users and vehicles will continue as the current traffic patterns remain in place. • Safety concerns may increase if additional crossing locations develop from increased park usage. • No additional capital investments are needed.
Alternative 2: Improve Park Entrance Connections and Accessibility, limit vehicular access to the perimeter of the park to prioritize recreational access to the core of the park. • Improve connections and visibility for existing trail network.	• Improve access to local and regional trail networks, especially to downtown Kings Park. • Improve accessibility for all park visitors. • Improve access throughout the park and to new and existing

• Connect interior trails to existing Greenbelt Trail Network. • Connect interior trails to existing Smithtown, Kings Park Hike and Bike Trail. • Improve accessibility at all entrances, focus on connections to key program areas. • Provide park wayfinding at all park entrances. • Each of the principal access points to the park should be visually pleasing and equally accessible for all forms of transportation, prioritizing safety for non-motorized park access such as cyclists and pedestrians. • Vehicular access to the park is maintained through the creation of a series of access points around the perimeter of the park, keeping the active and passive recreational uses at the center, accessible by a series of interconnected trail loops that connect the park in all directions and to key program areas.	NRSP amenities and historic landscapes. • Cost to construct and maintain additional trails. • Capital investment required.
Alternative 3: Develop Formal Vehicular Park Entrances as trailheads for each proposed park area, linked to a new pedestrian circulation system • Improve visual aesthetics of entrances with new tree plantings.	• Improve access to regional trail networks. • Improve accessibility for all park visitors. • Improve access throughout the park and to NRSP amenities.

• Improve directional signage and clear indication of hike and bike vs. vehicular access.	• Cost to construct and maintain additional trails. • Capital investment required. • Create a new trailhead parking area for The Bluff: close the segment of Soundview Court Drive from its intersection with St. Johnland Road. to its intersection with Kings Park Boulevard to the north. • Create new parking lot north of Building 138 and south of Building 140. • Extend and realign the western terminus of Cottonwood Drive to connect with Old Dock Road; Close eastern portion of Cottonwood Drive such that it becomes a short access road that connects Old Dock Road to the new parking lot and does not offer vehicular access to the interior of the park.
Alternative 4: Develop controlled on-grade crossings at park entrances on St. Johnland and Old Dock Roads • Install stop signs, pedestrian activated signals or stop lights at vehicle crossing locations. • Add pedestrian-activated trail crossings stop lights, crossing	• Traffic study may be required to determine need and appropriate solution. • Energy efficient component such as solar arrays can be used for signals. • Phase construction to maintain public park access.

signage and cross walks where trails cross the adjacent roads, Old Dock Road, and St. Johnland Road.	• Reduces conflicts and improves traffic safety. Low additional capital investment. Jurisdictional coordination is required to implement this alternative.
Alternative 5: Increase Bicycle Access • Develop additional bicycle access on St. Johnland Road and increase bicycle path through the park. • Provide designated bicycle parking with bicycle repair stations at key park entrances.	• Identify new bicycle access on St. Johnland Road that connects to new bicycle circulation through NRSP. • Extend the Hike and Bike Trail to develop a circular loop or loops through NRSP. Tie trail to bicycle parking, repair stations and restrooms. • Low additional capital cost and maintenance costs to overall project.
Alternative 6: Traffic Circle or Reduced Conflict Intersection at St. Johnland Road Vehicle Entrance • Construct a traffic flow control intersection at the park entrance.	• Further reduces conflicts and improves safety. • High additional capital investment. • Jurisdictional coordination is needed to implement this alternative. • Traffic study may be required to determine needs, appropriate solution and/or easement requirements. • Phase construction to maintain public park access.

Preferred Alternative: Alternative 2, 3, 4, and 5 – Improve Park Entrance Connections and Accessibility and Formalize Vehicular Park Entrances at trailheads for each proposed park Area, linked to a new pedestrian circulation system. Develop Formal Vehicular and dedicated Hike and Bike Entrances at Each Master Plan Area and Controlled Grade Crossings on Old Dock Road and St. Johnland Road for Pedestrian Access Between Master Plan Areas. Increase bicycle access to the park.

Alternative 2 creates separate parking areas that are associated with each Master Plan Area. Entrance areas can utilize entry locations from the former KPPC facility, when possible, to minimize impacts to natural areas. Separate use areas will allow users to park in close vicinity to the recreational opportunities they are visiting for. Alternative 3 proposes the installation of controlled on-grade crossings where pedestrians will move between areas of the park separated by public roads. The controlled crossings will aid in tying the segments of the park together and increase pedestrian safety by stopping traffic to allow the crossing. Actual implementation of the controlled on-grade crossing will require coordination with the Town of Smithtown, which has jurisdiction of the roads**.** Development of entrances for each Master Plan area that allows park access from public roads and road removal reduces motorized vehicle traffic through the NRSP. Removal of roads allows increased opportunities for bicycle circulation loops. Increased bicycle circulation should include bicycle access to the park from St. Johnland Road. Improvements to on-street connections and signage from Smithtown and Kings Park should be developed in collaboration with the local municipalities.

2. Create a Layered Park Circulation System

Background:

The majority of visitors enter the park by automobile at three main access points. The vehicular access points include an entrance at the southern boundary of the park, at NYS Route 25A (East Main Street) and Kings Park Boulevard, and in the center of the park at St. Johnland Road and Kings Boulevard. There is also an entrance at Flynn Road and Old Dock Road and informal access points adjacent to residential

communities. Informal access points can be found at Upper Dock Road, Lawrence Road, and west of Old Dock Road. The NYS Route 25A entrance intersection is not signalized, and there is no dedicated left turning lane for eastbound traffic on NYS Route 25A turning onto Kings Park Boulevard, although the wide shoulder allows traffic to pass vehicles waiting to turn into NRSP entrance.

The St. Johnland Road park entrances provide both north and south access to NRSP via Kings Park Boulevard. The access road to the northern part of NRSP extends from the toll booth to the Administration Building. Other roads in the north section are opened seasonally or require permits to access. The south access connects to King Park Boulevard and extends to the NYS Route 25A entrance. The two major public Town roads, St. Johnland and Old Dock Road, traverse NRSP properties and divide the park into three distinct sections.

Kings Park Boulevard is the major north-south circulation route through NRSP from Route 25A to St. Johnland Road. This road is utilized as a public through road. While New York State owns the Boulevard as a part of NRSP, the state holds a maintenance agreement with the Town of Smithtown. The Town manages snow removal and road repair; in return the public is granted access to the road. The Boulevard is used by the Smithtown Fire Department as a secondary emergency access route to the San Remo neighborhood to the northeast of NRSP. No speed limit is posted along the Boulevard. The road surface is in poor condition, and while there are streetlights present along the center of the median, they are reported to not be in operation. The current park vehicular circulation system is via Kings Park Blvd. which creates a spine through the site, from Route 25A to the Administration Building and separates the lower park into two sides. Most on-site cross streets are closed to traffic. Lack of signage makes navigation to locations within the site difficult. The current access and circulation within NRSP result in a fragmented and segmented space that lacks a cohesive design.

The Kings Park Hike and Bike Trail enters the park next to the Kings Park LIRR station and extends approximately 1.5 miles into the park’s interior ending at Tiffany Field. The Long Island Greenbelt Trail is a walking and hiking trail that extends 32 miles across Long Island, the portion of the trail withing the park follows the park’s shoreline from the

northwest to the southeast. Paved trails run throughout the park connecting visitors to remaining building site, to an overlook at the mouth of the Nissequogue River, and along Kings Park Boulevard. In addition, a network of asphalt paved walks was installed following the demolition of buildings in the northern end of the site. These trails connect to the northern road loop, the picnic pavilion, and the Greenbelt Trail. Numerous user-formed social trails are located throughout the park. Some of the trails may have been formed from maintenance or operations associated with the former KPPC facility. The two locations with the highest use are located between Old Dock Road and the neighboring residential community and the area west of Lawrence Road and south of St. Johnland Road

The paved Hike and Bike Trail enters NRSP on Route 25A west of the road entrance providing pedestrians and cyclists separate access to NRSP. The trail extends approximately 1.5 miles into NRSP's interior and ends near Tiffany Field.

There are several informal points of pedestrian entry into NRSP, such as through cuts in perimeter fencing. These entry points typically connect to social trails through woodland areas around the park perimeter. NRSP lacks a cohesive interior circulation network as the existing roads are related to the former KPPC buildings and campus layout and a significant percentage of the roads and parking are closed to public use.

Alternatives	Considerations
Alternative 1: Status Quo • The existing roads and Hike and Bike Trail through NRSP will remain.	• No improvement in navigating NRSP for visitors. • Safety concerns related to park access and navigation not addressed. • If interior improvements are not made to park circulation components, park patrons will face obstacles navigating their way around NRSP.

	• Vehicular/pedestrian conflicts will continue. • Park will remain segmented by roads preventing a clear park identity. • The roadway will continue to deteriorate. • No additional staff or capital cost are required. • Capital investment not required.
Alternative 2: Reduce Roads and Motorized Traffic through NRSP. • Develop clear vehicular entrances with associated pedestrian and bicycle entrances. • Provide associated parking for perimeter entrances as park trailheads or access to program areas. • Reduce vehicular roads and circulation within NRSP space and create larger open spaces and a cohesive park circulation system.	• Improves access to proposed NRSP amenities. • Proposed circulation system will work for all proposed plans for NRSP. • Capital investment required. • Select removal of former hospital roads required. • Utility infrastructure associated with roads require evaluation and possible relocation. • Removal of Kings Park Blvd. through the lower park section will increase the pedestrian space and reduce vehicular conflict points improving pedestrian safety. • Reduction of roads will allow for a stronger park identity and increase open space.

	• Provide signage and maps to identify facilities associated with each parking area. • Removal of Kings Park Blvd. could create emergency access concerns. • Capital investment required. • Roadway reduction can result in reduced maintenance costs. • Pavement reduction can result in an increase of vegetated open spaces. • Consider phased construction to maintain public park access.
Alternative 3: Develop a layered circulation network for all forms of transit, fully develop a hike/bike/pedestrian network • Remove redundant automobile-oriented circulation. • Install traffic calming measures where pedestrian paths cross Old Dock Road and St. Johnland Road. • Improve pedestrian safety with grade separated crossing as discussed in Chapter 2 Section F.8. • Extend Hike & Bike Trail through northern portion of NRSP. Create a Perimeter Loop within the park, including grade separated pedestrian crossings and traffic calming measures.	• Enhances safety for pedestrians throughout NRSP. • Trails require maintenance, cost, and potential increased staffing requirements. • Changes to traffic flow/patterns may require traffic study and will require jurisdictional coordination. • Improvements on public roads must be completed in coordination with the municipality with jurisdiction. • May require grade-separated road crossing(s). • Select removal of former hospital roads required.

• Formalize woodland circulation routes with wayfinding and ADA accessible paths. • Include traffic calming measures at St. Johnland and Old Dock Road discussed in Chapter 2, Section F.1. • Connect to existing perimeter trails. • Provide new accessible, natural surface, multiuse trails throughout the park. • Improve interior multiuse trails. • Create sitewide trail for pedestrians and bicycles.	• Infrastructure associated with roads require evaluation and possible relocation. • Improve access to regional trail networks. • Improve accessibility for all park visitors. • Improve access throughout the park and to NRSP amenities. • Cost to maintain additional trails. • Capital investment required.

Preferred Alternative: Alternative 3 – Develop a layered circulation network for all forms of transit, fully develop a hike/bike/pedestrian network

The preferred alternative is development of a layered circulation system that accommodates all forms of transit and safety for park patrons on bikes and on foot. The preferred circulation system includes separate park entrances for Master Plan Use areas, associated with separate parking locations, bicycle facilities, multiuse use trails, natural area trails, controlled and grade separated road crossings.

4. Improve Park Accessibility (IPA)

Background:

There is a lack of ADA accessible routes throughout NRSP. The KPPC facilities were largely developed prior to the need to address ADA accessibility requirements. As a new state park, NRSP is required to provide accessible routes through the park which are currently lacking as parking is not tied to access to use areas and there are major safety issues for pedestrians at active road crossings. In addition, lack of formal crossing locations between park sections decreases safety.

All new development within the park must be developed in compliance with ADA requirements. All pedestrian access to the park, parking areas, restroom, main trails, and crossings must meet the minimum standards to provide universal access to the park. Community input suggested creating universal access to natural areas and the creation of play areas designed for children and families of all needs.

Proposed parking areas are distributed around the perimeter of the park each connecting strategically at equal or similar grades to proposed program areas. All proposed trailhead parking areas shall contain accessible parking stalls with connecting accessible paths to the program features served by that parking area.

The development of an accessible trail loops within the trail system to provide access to natural features and historic vistas is integral to the proposed circulation system. The naturalize reservoir will have an accessible perimeter trail, the marina will have an accessible trail to the shoreline and a connecting trail to the botanical garden and greenhouse areas. The renovated York Hall Theatre will have an accessible drop-off and entrance path from Kings Park Boulevard.

5. Provide Parking to key Program Areas

Background:

The majority of the parking existing at the site is still associated with closed KPPC buildings and is spread throughout the site. Much of the parking is either closed to the public by gates or prohibited by signage. The 2002 KPPC Redevelopment Study estimated that there are a total of 1,825 parking spaces on the site; of which +/- 278 spaces are associated with current park use and +/- 1,547 associated with the remaining closed facilities. Parking areas are unclear in relation to park activities. Parking locations do not have clear identification and there is a lack of informational signage. Most of the parking on the site consists of older unstriped asphalt or gravel lots.

Alternatives	Considerations
Alternative 1: Status Quo • Existing parking fields will remain in current locations and condition.	• Existing open parking areas will not meet the needs for proposed future uses and use areas in the park. • Current open parking areas/lots are not geographically related to potential future use areas. • Maintenance will be ongoing to maintain existing parking areas.
Alternative 2: Create New/Additional Parking Adjacent to Proposed Entrances and Master Plan Areas • Adequate vehicular parking should be provided for proposed uses in areas of NRSP to be redeveloped with recreational uses. • New or existing parking areas should be located at the perimeter of the park adjacent to program areas, allowing the core of the park to be dedicated to active and passive recreational uses, without pedestrian/car conflicts.	• New parking locations should be tied to the new vehicular access points and recreational use areas. • New parking should be sized appropriately for the use it serves. • New parking should utilize existing or disturbed areas to the maximum extent possible to reduce initial capital cost and environmental impacts. • Redevelopment may require removal of some parking fields. • Each lot should provide signage detailing facilities located in close proximity to the lot and facilities accessible from other locations within NRSP. • Capital investment required for construction.

	• Additional parking facilities will increase maintenance requirements. • Phase construction to maintain public park access.
Alternative 3: Utilize Green Infrastructure and Environmentally Friendly Design Components • Construct new parking areas incorporating permeable pavers, sustainable parking lot design, EV charging stations, integrated bicycle parking, green vehicle and/or carpool priority parking, and incorporating solar arrays for power generation to maximum extent possible.	• Low additional capital cost and maintenance costs to overall project to implement. • Reduces potential impacts to the environment and enhances sustainability of park infrastructure.

Preferred Alternatives: Alternative 2 and Alternative 3 – Create New/Additional Parking Adjacent to Proposed Entrances and Master Plan Areas and Utilize Green Infrastructure and Environmentally Friendly Design Components.

Alternative 2 creates separate parking areas that are associated with each Master Plan Area. Separate use areas will allow users to park in close vicinity to the recreational opportunities for which they are visiting NRSP. Alternative 3 proposes the use of green infrastructure in the development of new parking areas incorporating permeable pavers, sustainable parking lot design, EV charging stations, integrated bicycle parking, green vehicle and/or carpool priority parking, and solar arrays for power generation to the maximum extent possible.

6. Provide Bicycle Parking and Amenities

Background:

Although NRSP currently includes a paved Hike and Bike multiuse trail, no bicycle parking facilities are provided. In addition, no existing vehicle parking is related to the Hike and Bike Trail for users who may wish to transport bicycles to NRSP for use on the Hike and Bike Trail.

Alternatives	Considerations
Alternative 1: Status Quo • Facilities for parking bicycles are not currently provided.	• No locations to park a bicycle to allow use of other park facilities are currently provided. • Lack of parking discourages bicycle users from staying at NRSP for other recreational opportunities. • Vehicle parking associated with Hike and Bike Trail is not provided. • No capital investment required.
Alternative 2: On-site Bicycle Parking • Provide on-site parking for bicycles (non-motorized vehicles) at all developed spaces and tie into bicycle circulation routes and other site amenities.	• All future development should include bicycle parking in their design, provided in relation to bicycle trails and adjacent public routes. • The Hike and Bike Trail and any extensions should provide connections to vehicular parking facilities to allow park users to transport bicycles to NRSP for use on the trail.

	• Extension of the Hike and Bike Trail should provide signage to other park facilities. • Incorporate bicycle repair stations. • Low additional capital cost and maintenance costs to overall project to implement.
Alternative 3: On-site Bicycle Rental or Bike Share • Providing rental bicycles or bike shares can increase opportunities for park visitors to utilize bicycle trails.	• Concession will need to be identified. • Rental locations should be tied to main entrances/parking and bicycle trails. • Additional bicycle rentals could be located at the LIRR station with associated maps with directions to NRSP. • Low additional capital cost and maintenance costs to implement.

Preferred Alternative: Alternative 2 and 3, On-site Bicycle Parking and Bicycle Rentals

Alternative 2 encourages bicycle use within the park by providing opportunities to tie vehicular parking to bicycle trails access, allowing park visitors to arrive with their own bicycles, increasing bicycle entrance locations for users traveling to NRSP by bicycle and increasing the circulation loops for bicyclists throughout the park. Locating bicycle parking in proximity to other amenities, restroom and fix-it stations also improves the bicyclists experience in the park. Connecting external town usage to internal park usage, including users arriving from the LIRR, is a strong consideration. Locating a bikeshare at the LIRR Station with directions to NRSP could increase public access to the park as well as to adjacent commercial areas of Kings Park and Smithtown.

Bicycle rental concessions are also to be considered for users who do not own bikes but would like to cycle at the park.

7. Waterfront Access (Trail, Kayak/Canoe Launch, Small Boat Launch)

Background:

NRSP has over one mile of mainland tidal shoreline along the north and northeastern sections of the park. A portion of the Greenbelt Trail travels along NRSP shoreline and offers excellent water views. Excellent water views are also provided along a secondary trail from the boat ramp parking area extending to the north end of NRSP.

In addition to the trails along the shoreline, NRSP also has an existing marina, boat launch, kayak launch and permit only access point for paddleboarders for water related recreational opportunities**.** The marina facilities including the kayak launch and boat ramp parking are currently in the design and permitting phase to bring these popular facilities up to current standards. For this Master Plan, the proposed design is treated as the existing condition. The new marina facilities will include a 157-slip marina with a 211-space car parking lot and restrooms on the south side of the cove. On the north side of the cove, the proposed facilities include 27 car/boat trailers parking spaces for utilization of the existing boat ramp, a new floating ADA-compliant kayak launch, 5 kayak concessionaire trailers parking spaces and 20-parking spaces for cars.

Alternatives	Considerations
Alternative 1: Status Quo • Trails and the marina facilities as described above will be maintained.	• Additional signage will improve the trail experience. • The marina location can provide a location for a trailhead for the Greenbelt Trail with bathroom facilities near the trail. • No additional capital investment required.

Alternative 2: Increase connections between the Marina and the proposed Program areas • Improve existing wooden stairs and the juncture of existing Greenbelt Trail and the existing shoreline trail. • Create Accessible trail connections to the proposed Botanical Garden area and Greenhouse, Community Gardens and Reservoir. • Provide new trail connections to expanded Marina Parking areas and Boat Launch Areas. • Provide bicycle parking and fixit stations near new marina parking facilities.	• Improvements of shoreline trails must be sensitive to erosion and sensitive wetland habitats. • Trails from the marina to program areas should be designed to be universally accessible, requiring grading and signage. • Surface must comply with ADA requirements. • Cost to expand the paved trail network. • Added maintenance to upkeep the paved trail system. • Access to the greenhouse may be impacted during construction of new connections. • Regrading would require conformance to sediment and erosion control requirements.

Preferred Alternative: Alternative 2 – Increase connections between the Marina and the proposed program areas. Provide supporting bicycle amenities at trailhead parking area.

Alternative 2 proposes the creation of accessible trail connections between the proposed Marina and new program areas of the park around the reservoir and with the Botanical Garden Area. Both areas have ample space to create accessible connections to the proposed Marina parking area along Kings Park Boulevard. The new connections between the reservoir and marina are of comparable elevation, thus allowing for the creation of accessible connections with trails less than 5% that will not require handrails or ramps. Likewise, the gradual slopes leading to the proposed

botanical garden area can accommodate ADA compliant access. Provisions for bicycle amenities should be incorporated into the development of the new marina parking areas.

8. Improve Park Trail Network in Natural Areas

Background:

The primary natural-surface trail through NRSP is a segment of the Long Island Greenbelt Trail. The Long Island Greenbelt Trail is a compacted earth pedestrian and hiking trail which extends 31 miles across Long Island, connecting Heckscher State Park in Islip to Sunken Meadow State Park in Smithtown. The portion of the trail within the Nissequogue River State Park roughly follows NRSP's shoreline area and passes through a portion of the park's wooded areas. Several scenic viewpoints along the trail offer views of the river and the Long Island Sound. Bicycles and motorized vehicles are prohibited from using the trail. The trail is maintained through an agreement between OPRHP and the Long Island Greenbelt Trail Conference.

Numerous user-formed compacted earth social trails are located throughout NRSP and are tied to some of the informal pedestrian entrances that have been identified along Lawrence Road, behind residences in the Heather Drive area and from Upper Dock Road. Some of the trails may have originally been formed from maintenance or operations associated with the former KPPC facility. These trails do not provide cohesive networks or circulation loops, and do not always have a clear destination; some trails are overgrown.

A pedestrian trail system was one of the top amenities cited by survey respondents that they would like to see at NRSP.

Alternatives	Considerations
Alternative 1: Status Quo • Existing natural-surface trails to remain. No improvements to existing	• Informal trails can lead to erosion and impact forest health.

trails would be made and no connections would be implemented.	• Some trails are overgrown and unmarked, limiting usage opportunities for park users. • Lack of clear circulation loops and coordination with park amenities will remain. • No directional signage is provided. • No additional capital investment required.
Alternative 2: Trail – Strategically Expand Natural Area Trail Access • Develop a clear network of natural-surface trails throughout NRSP that ties entrances, parking, and site amenities, prioritizing pedestrian circulation through the park's interior. • Include accessible trails in select areas adjacent to accessible park access points. • Connect the natural-surface trails network to the multi-use trail network at key access points/trailheads.	• Must be compatible with NRSP's natural resources. • Locate to minimize erosion and preserve scenic landscapes. • Locate along existing trails to maximum extent possible to reduce impacts to natural areas. • Close and revegetate redundant trails or trails on steep slopes. • Locate trails to minimize regrading needed. • Marked woodland trails have low capital costs and maintenance requirements. • Trail construction provides a parallel opportunity for invasive species removal and reforestation.

Preferred Alternative: Alternative 2 – Strategically Expand Natural Trail Access

Alternative 2 proposes a development of circulation loops for a trail system through natural areas. The trail system will intersect the main multi-use trails throughout the park, trailhead parking areas and proposed program areas. Redundant trails should be closed and revegetated to return to the associated natural ecological community. The development of these trails can be connected incrementally to adjacent projects or as a stand-alone trails and reforestation effort. Simplification of the trails in the natural areas will have a beneficial impact on forest health and user experience.

8. Expand Park Trails - Paved / Multi-Use

Background:

An existing paved Hike and Bike Trail extends from Route NYS 25A (East Main Street) near the Kings Park downtown approximately 1.5 miles into NRSP's interior and ends at Tiffany Field. The Hike and Bike Trail is a nine-foot-wide multi-use trail that supports pedestrians and cyclists. The Trail follows an abandoned railroad corridor that formerly served the site when it operated as a hospital and is now maintained by the Town of Smithtown.

The trail enters NRSP in close proximity to the Kings Park LIRR station, a Suffolk County bus route along Route 25A and a designated NYSDOT bicycle route along Route 25A providing opportunities for connection to additional transportation means.

Multi-use trail systems were cited by Master Plan survey respondents as one of the key amenities that they would like to see expanded at NRSP. The Master Plan proposes to extend the hike and bike trail with a grade separated crossing over St. Johnland Road near or at the former rail abutment in order to reach the northern extents of the park, then loop back along the existing road network at the intersection at St. Johnland Road and Kings Park Boulevard, connecting to new paved trail along the upper plateau of the park and passive recreation areas. The new connection proposed in the Master Plan would make a complete park loop that would total approximately 3.2 miles or 5 kilometers. The hike and bike trail would also connect with secondary park paths and trailhead areas.

Alternatives	Considerations
Alternative 1: Status Quo • The Hike and Bike Trail will remain as is without expansion.	• Hike & Bike Trail is exceedingly popular with park users. • No cohesive circulation network or paved loop dedicated to bicycles exists through NRSP or in the immediate vicinity. • Trail will continue to a dead end at Tiffany Field. • No signage at end of trail to direct users to other locations within NRSP. • No capital investment required. • Minor trail maintenance is required.
Alternative 2: Hike & Bike Trail Extension • Extend the multi-use trail around the perimeter of NRSP to connect back to the current entrance on NYS Route 25A.	• Provides a circulation loop through NRSP. • Trail should be tied to park entrances and trailhead parking lots. • Site trails through previously impacted areas to the maximum extent possible. • Trail design to match the Hike and Bike Trail. • Capital investment required for construction. • Additional paved trails result in increased maintenance requirements.

	• Construction could be phased to maintain public park access. • Requires trail signage and maps for best use.
Alternative 3: Reservoir Trail • Expand waterfront amenities by creating an accessible perimeter trail around the reservoir and connecting to the existing waterfront and other park trails.	• Regrading and revegetation of the reservoir shoreline will increase the aesthetic of the reservoir. • A reservoir trail offers a good opportunity for an ADA accessible loop and should be tied to a nearby parking location. • Development of the reservoir shoreline trails offers the opportunity for a freshwater trail, an additional ecological community. • Connection to the tidal shoreline trail section requires pedestrian crossing of Kings Park Blvd segment north of St. Johnland Road and associated safety concerns. • Low additional capital cost and no maintenance costs to overall project to implement. • Visitor access to reservoir area may be impacted during construction, including of an existing parking area to be removed.

Alternative 4: Creation of a Parkwide Multi-Use Trail Circulation System • Extend the Hike & Bike trails to create a multi-use trail network through the center portion of NRSP.	• Provides a cohesive circulation network through NRSP. • Further enhances user experience. • Additional capital investment required. • Additional paved trails result in increased maintenance requirements. • Phased construction required to maintain public park access. • Requires trail signage and maps for best use.
Alternative 5: Elevation Separated Pedestrian Trail Crossings at St. Johnland Road • Utilize the location of the former train trestle that crossed above St. Johnland Road to develop a grade separated pedestrian trail to link the north and south sections of the park.	• Further reduces vehicular/pedestrian conflicts and improves safety. • Location utilizes the previously disturbed location of a train rail crossing location. • Separated crossing improves experience for park users. • Additional capital investment. • Jurisdictional coordination is needed to implement this alternative.

Preferred Alternatives: Alternatives 3, 4, and 5 – Hike & Bike Trail Extension, Creation of a Parkwide Circulation System and Elevation Separated Pedestrian Trail Crossings at St. Johnland Road.

All three actions are preferred and can be developed as phased construction with the development of a multi-use trail extension of the Hike and Bike Trail that connects to each park entrance, parking area and Master Plan use area.

As the multi-use trail is extended it is critical to provide safe cross connections throughout the park. Alternative 3 proposes the development of a grade separated crossing on St. Johnland Road to provide a safe crossing location between the northern and southern sections of the park. The multi-use trail should also be tied to the natural area trails and the reservoir trail. Specific segments of the route can be linked to thematic/interpretive areas of the park. Universal accessibility should be integral to the design of the multi-use trails, wherever feasible within the existing topography. **(See Figure 39)**

Trails will be created that will function as pedestrian only natural-surface trails and as mixed cycling and pedestrian paths. Where paths intersect with active vehicular roadways, grade separated crossings or pedestrian-activated crosswalks will be used to ensure pedestrian safety.

Parking access will be distributed across the site and function as trailheads to allow the site to be accessed in a number of locations along the circulation route.

9. Provide Wayfinding and Signage

Background:

A need for additional signage was cited in public surveys and observed by the project team. An overall wayfinding system should be implemented to tie the park together, especially by the creation of a park location map. A signage program could provide templates for park maps, signs for program areas, typical rules, and interpretive signs. Park maps and signs should be clearly legible at all park entrances and be designed for both the vehicular scale where appropriate and carefully sited for cyclists and pedestrians**.**

The NYS Route 25A (East Main Street) entrance sign to the existing Hike and Bike Trail is small and provides no direction to any park amenities. The hike and bike trail enters the park just before the East Main Street entrance and should also be clearly signed at a scale for cyclists and pedestrians, with a park map indicating the location and availability of trails, comfort stations and other park amenities. The St. Johnland Road north entrance has an entrance sign and amenities sign but no signage exists for the park entrance to the south. Throughout NRSP the amenities signage is minimal with limited directional and way-finding signage. There is a lack of signage interpreting the environmental and historic assets of NRSP. Trail signage is limited to the Greenbelt Trail and the Hike and Bike Trail.

Alternatives	Considerations
Alternative 1: Status Quo • There are minor signs currently associated with NRSP including entrance sign on NYS Route 25A and St. Johnland Road, activities signage at St. Johnland Road and Greenway Trail signage at several locations.	• Lack of identifying signage can hamper emergency response operations. • Park users are unclear where facilities are located, particularly when entering from NYS Route 25A. • Lack of signage prevents visitors from identifying other park amenities. • No capital investment required. • Minor sign maintenance is required.
Alternative 2: Wayfinding Signage Improvements • Provide signage at each entrance, parking area and trail head indicating activities at each location; include	• Site-wide information signage should be provided. • Centralized information points allow users to orient themselves to park entrances, parking locations and trails and allow

information about other parking areas and amenities. • Provide a park map at each entrance, locating park patrons and providing distances and routes to park amenities.	redirection to preferred parking location/park destination. • Provide trail maps signage at each trail entrance location. • Maps will allow park visitors to easily navigate NRSP and locate park features and amenities. • Improved signage will aid park patrons accessing marked trails. • Improved signage will aid in emergency response operations. • Signage should be consistent with OPRHP Signage Guidelines. • Moderate capital investment required. • Minor maintenance will be required.
Alternative 3: Provide Trail Marking Signage and Maps • Develop Trail marking to allow users to circulate through multiple trails in NRSP. • Provide a park map at each entrance, locating park patrons and providing distances and routes to park amenities.	• Maps of marked trails will improve trail experience for park visitors. • Minor additional capital investment. • Develop specific trail circulation routes, i.e., blue trail, 2 miles, easy terrain.
Alternate 4: Interpretive Signage • Signage will be integrated throughout the park, especially at key historic locations.	• Identify locations along trails and at vistas for interpretive signage for the historic, cultural, and ecological aspects of the site.

Preferred Alternatives: Alternative 2, Alternative 3, and Alternative 4 – Provide Wayfinding, Trail and Interpretive Signage Throughout the Park All three action alternatives are preferred and can be developed as construction is phased in. Initially, informational signage can be added to existing parking areas; existing trails can be field marked, and maps provided. Each new or redeveloped parking area should include a kiosk with information about park amenities, historic resource information, recreational locations, and trails. New trails can be added to maps and marked in the field. Interpretive signage can be developed to communicate the site history, program areas and ecology.

G. Facilities, Infrastructure, and Operations

1. Promote Sustainable Park Facilities

Background:

In 2020, OPRHP launched a park-centered solar initiative: statewide all parks will eventually be run by energy produced at adjacent park locations or on site. The location of new solar at NRSP will have to consider existing site constraints and visual impacts on the cultural landscape. Sites that are previously disturbed, are slated for parking or have impermeable pavements, will be prioritized while areas of natural or historical significance will not be considered.

Alternatives	Considerations
Alternative 1: Status Quo • OPRHP is committed to operating their parks in a sustainable and environmentally friendly manner. • No new initiatives beyond the current programs are included.	• NRSP would continue to draw energy from sources outside the park.
Alternative 2: Solar Panel Installation in some proposed parking lots.	• Results in a reduction of greenhouse gas emissions.

• Propose utilization of LED, “Dark-Sky” compliant lighting in key program areas.	• Improves energy resilience for the LI Region. • Dual use of impermeable surface. • Solar panels (above the cars) installation is costly and will require high upfront cost and effort for installing, maintaining, and connecting to the grid. Construction will have temporary impacts to this park area. • Deploy park lighting strategically to increase visibility of high use areas but limited in natural areas. • New lighting should utilize energy efficient LED fixtures for new park lighting. • Impact of new lighting on natural areas and on neighboring residences should be carefully considered. • Use only “Dark Sky” compliant fixtures.
Alternative 3: Solar Panel Installation in Parking and Planted Areas Incorporating Agrivoltaic Strategies	• Provide dual use of area (parking and solar panels). • Agrivoltaic strategies can reduce runoff caused by solar panels, but some runoff will still be expected. • Agrivoltaic strategies may require additional resource allocation. • Results in a reduction of greenhouse gas emissions.

	• Improve energy resilience for region. • Solar panel installation is costly and will require high upfront cost and effort for installing, maintaining, and connecting to the grid. • Construction will have temporary impacts to this park area.
Alternative 4: Green Stormwater Infrastructure and Preference for Pervious Sidewalks, Roadways and Parking Lots	• Green stormwater infrastructure promotes groundwater infiltration and reduces runoff. • Stormwater is filtered and/or sediment is removed before discharging to surface waters. • Bioswales and rain gardens create natural habitat for wildlife. • Increasing the amount of pervious land on the park will also promote groundwater infiltration and reduce runoff. • Pervious pavement and sidewalk may not have the same durability and life cycle compared with traditional materials.

Preferred Alternative: Alternative 2 – Solar panel installation in proposed parking lots & Alternative 4: Green stormwater infrastructure and preference for pervious sidewalks, roadways, and parking lots.

The installation of solar panels within existing parking lots will serve to offset the OPRHP energy footprint while avoiding impacts such as increased runoff, tree removal and loss of vegetation. Locations for solar panels in parking areas will be chosen with considerations to not impede existing views to or from the park.

The incorporation of bioswales and rain gardens throughout the park will result in greater infiltration and reduce runoff to the freshwater and marine ecosystems. Similarly, use of pervious material for hardscapes as feasible, will help to reduce runoff.

2. Maintenance and Operations/Emergency Access

Background:

NRSP lacks a cohesive circulation network. The three public roads, St. Johnland Road, Old Dock Road, and Kings Park Boulevard segment the Park space. Old Dock Road and Kings Park Boulevard are north-south roads and St. Johnland Road runs east-west.

Park open spaces are fragmented by the roads. Safety issues exist at road crossings and there is a lack of universally accessible routes through NRSP. Park maintenance utilizes the existing on-site road system to access the site, but the roads mainly lead to closed areas within NRSP. The large number of roads associated with closed buildings create maintenance and safety concerns and reduce the overall park experience. Many of the roads within NRSP are in poor condition and require significant maintenance or repair if they are identified to remain in use.

The maintenance garage and greenhouse, located to the east of Kings Park Boulevard and north of St. Johnland Road, are accessed via two entrances on the east side of Kings Park Boulevard. Only park staff and greenhouse volunteers are permitted to use these roads. Emergency vehicles (fire trucks) currently utilize Kings Park Boulevard to gain access to St. Johnland Road and neighborhoods northeast of NRSP.

Alternatives	Considerations
Alternative 1: Status Quo • Park maintenance vehicles will continue to use the existing road system in NRSP. • Emergency vehicles can continue to use Kings Park Blvd as a through road in NRSP.	• The poor condition of Kings Park Blvd. and lack of lighting are ongoing issues for emergency access vehicles. • Lack of maintenance on many on-site roads resulting in poor road conditions. • Fire Department uses Kings Park Blvd to access neighborhoods to the north. • Road maintenance is required.
Alternative 2: King Park Blvd Road Removal • Removal of Kings Park Blvd south of St. Johnland Road to thru traffic. • Removal of the parking area and maintenance road from Kings Park Boulevard.	• Alternate routes for Fire Department and emergency vehicles to access the park and reach neighborhoods to the north of St. Johnland Road must be identified prior to Kings Park Blvd. closure. • Traffic study may be required to determine impacts to response time for emergency vehicles. Potential fire station expansion at fire department property on St. Johnland Road may address response concerns. • The main paved trail through the site should be constructed to support daily park maintenance operations and emergency vehicle access. • Increases public open space within NRSP. • Reduces vehicle / pedestrian conflicts in the southern part of NRSP. • High capital cost for road demolition and revegetation. • Reduction in maintenance needs if road area is decreased.

	• Access to existing utility infrastructure under the roadbed will have to be maintained or relocated. • Maintaining Flynn Road as a public road may reduce impacts to King Park Blvd. closure.
Alternative 3: Maintain Emergency Access through NRSP • Develop or maintain a paved segment throughout NRSP that emergency vehicles can use to access neighborhoods to the north of St. Johnland Road.	• Can result in pedestrian vehicle conflicts within the park. • Impacts public open space in the park. • Design must meet road design criteria, which may conflict with trail design. • High capital cost for road reconstruction. • Jurisdiction and maintenance issues need to be addressed.

Preferred Alternative: Alternative 2 – Kings Park Blvd Road Removal from the East Main Street Park entrance to St. Johnland Road

Alternative 2 proposes to remove a park road currently utilized as a public thru street. This alternative will create an expansive open space at the center of the park which can be used for both active and passive recreation, events, and specialty recreation such as the model airplane group. The removal of the boulevard, reduces fragmentation of park open space, decreases traffic in the park and removes existing pedestrian-vehicle conflicts. The proposed trail network provides a paved loop trail that would be wide enough to accommodate maintenance and emergency vehicles.

3. Operations: Access Fee Collection

Background:

OPRHP collects vehicle entrance fees for access to many state parks. At NRSP there is currently a single, staffed, fee booth at the north side entrance at the St. Johnland Road and Kings Park Boulevard intersection. The vehicle entrance fee for automobiles is $8.

Entry is also permitted with an Empire Pass. Marina boat slip holders may enter NRSP at any time of the day or night to access their boats.

OPRHP has upgraded the fee collection system at some state parks to electronic fee collection in the parking lots. This reduces vehicular backups on public road systems and improves traffic circulation.

Alternatives	**Considerations**
Alternative 1: Status Quo • Retain Single Staffed Fee Booth.	• A fee is currently only collected at the north side of the St. Johnland entrance to NRSP. OPRHP is missing fees from visitors who park south of St. Johnland Road. • No fee is collected for users south of St. Johnland Road. • Currently a staffed fee booth is provided but OPRHP has been converting to automated fee collection in other state parks.
Alternative 2: Install Automated Fee Collection by Parking Area • Install electronic fee collection at each new or existing parking lot or entrance.	• Capital investment will be required. • Labor costs will be reduced. • Electronic units require ongoing maintenance. • Multiple access points with electronic fee collection results in reduced backup onto roads and smoother entrance into lots. • Multiple electronic fee collection points at parking entrances allows fee collection in proximity to user amenities.

	• Electronic fee system could allow for park patrons to move from lot to lot within the park boundaries (without additional cost).
Alternative 3: Multiple Staffed Fee Booths • Install staffed fee collection at each new or existing parking lot or entrance.	• Capital investment will be required. • Labor costs will be increased. • OPRHP has been installing electronic tolling in other parks. • Multiple collection points at parking entrances allows fee collection in proximity to user amenity.
Alternative 4: Single Fee Collection Location with Multiple Parking Areas • Install electronic fee collection at a single entrance location.	• Low capital investment will be required for fee collection. • Single access point for fee collection will require visitors to pay at one location and potentially travel to a different parking area dependent on activity. Fee collection may be missed for visitors avoiding the fee collection station. • Fee collection process may result in conflicts and confusion at the fee collection location.

Preferred Alternatives: Alternative 2 – Install Automated Fee Collection by Parking Area

Alternative 2, electronic fee collection systems at each parking area, is the preferred alternative. This alternative allows the best opportunity for Parks to collect entrance fees from all users and reduce traffic backups onto public roads. OPRHP has been updating other state parks to electronic fee collection.

4. Utilities and Site Infrastructure

Background:

NRSP has an extensive infrastructure system that was constructed to support the site's former use as KPPC. KPPC had its own power plant, water system and sewage treatment plant during the time that it was in operation. Over the years since the institution closed, some utilities have had limited updates and some, such as the water lines, have been abandoned.

Water service to operational buildings is presently from the water main on St. Johnland Road. In 2013, OPRHP added the new water main and service line to supply the administration building, maintenance garage, and greenhouse. The new line also connects to a hose bib in the south marina, ties into the existing service line to the north marina, and services hydrants in this section of NRSP. The DEC Marine Resources Building also taps off this water main for water service and fire protection. The other buildings remaining in NRSP no longer have water service.

Electrical power to NRSP is presently provided by Long Island Power Authority (LIPA). From overhead lines on Lawrence Road, cables go underground via a service riser and enter electrical conduits. The cables then continue through the underground conduits to the site's former power plant, where they are connected to the existing distribution system. The DEC Marine Resources Headquarters has a separate electric service extending from the intersection of Old Dock Road and St. Johnland Road. Any new facilities will require new electric service connections. The only site lighting is along Kings Park Boulevard and is no longer operational.

KPPC's power plants provided steam heat and domestic hot water for the entire KPPC site. Gas lines originally only extended to buildings with kitchen facilities. A new gas service from the intersection of Old Dock Road and St. Johnland Road has been installed to service the DEC Marine Resource Headquarters. The line is proposed to extend to additional stub outs located east of the Marine Resources, allowing future gas service connections to the renovated Administration Building, the Maintenance Garage, and the Greenhouse.

NRSP is currently served by the Suffolk County Sewage Treatment Plant (SCSTP) C-06, located adjacent to NRSP's east property line to the north of St. Johnland Road. SCSTP C-06 also treats sanitary sewage from local housing developments and St. Johnland Nursing Center and has the capacity to treat 1.2 million gallons of sewage per day. The outfall pipe for the SCSTP extends north through an easement over NRSP property, traversing the marina parking area and the inlet, running along the eastern trail, then extending out into the Long Island Sound. A segment of the outfall pipe will require relocation for construction of the proposed new marina. KPPC earlier operated their own sewage treatment facility in a location near the north marina. That facility was shut down prior to NYS Parks taking ownership of the property.

Alternatives	**Considerations**
Alternative 1: Status Quo • Existing Utilities to Remain.	• Inadequacies in utility service may limit operational efficiency at NRSP and limit future development. • Utility upgrades may be required for existing buildings as current utility networks are old and inefficient. • Outdoor lighting at night is inadequate. • Maintenance costs will be on-going.

	• Steam tunnels present an attractive nuisance
Alternative 2: Phased Upgrade of Utilities • Address each district of NRSP to determine utility needs and requirements as they are being developed.	• Contingent on time frame of redevelopment. • Consideration should be given to green infrastructure for new systems such as solar arrays or geothermal systems. • Some upgrades to services may not be needed for several years. • May be a more economically feasible alternative; Capital investment for utility upgrades can be linked with each redevelopment phase. • Phased implementation may delay improved lighting levels throughout NRSP.
Alternative 3: Complete Upgrade of Utilities • Size all new utility services to meet demands of proposed increased seasonal and year-round uses of park (performance space, museum, equestrian center, visitors center).	• High capital investment. • Ongoing energy costs. • Underground remnants of previous KPPC infrastructure may pose hazards to current development plans. • Complete upgrade will allow OPRHP to improve lighting throughout NRSP.
Alternative 4: Limit New Gas Services • Consider use of electricity instead of natural gas as a fuel source in new buildings and amenities.	• This policy aligns with the NYS Climate Leadership and Community Protection Act to reduce the use of fossil fuels.

Preferred Alternative: Alternative 2 – Phased Upgrade of Utilities The preferred alternative is the phased upgrade of utilities tied to redevelopment within the park. All redevelopment projects must assess the existing utilities and identify which systems can be reused and which will require replacement as part of the redevelopment. Redevelopment will potentially be able to connect to the existing sanitary and drainage services, but new water, electric and gas services will likely be required.

5. Steam Tunnels

Background:

Steam was previously used at KPPC for heat generation for on-site buildings. The steam was carried through steam conduits located inside subterranean steam tunnels. In addition to steam supply and return conduits, the domestic hot water supply lines also utilized these concrete steam tunnels. These tunnels are no longer in service but remain throughout the NRSP property. The tunnels are asbestos lined.

Alternatives	Considerations
Alternative 1: Status Quo • Steam Tunnels remain throughout the site.	• Potential for asbestos exposure risk from tunnel damage during future work or from deterioration. • Existing tunnel/locations needs to be monitored prior to all future work. • High maintenance costs may be incurred if tunnels are damaged. • Safety concerns exist for potential access into tunnels.
Alternate 2: Fill and Abandon Steam Tunnels • Fill steam tunnels without abatement of asbestos. No construction can	• Filling will increase safety by preventing access to tunnels.

occur in location of abandoned tunnels.	• Potential for asbestos exposure risk from tunnel damage if excavated in future. • Existing tunnel/locations needs to be monitored prior to all future excavation work. • High capital investment cost.
Alternative 3: Steam Tunnel Reuse • Reuse as utility corridors for other new utility lines to be extended through NRSP such as water, electric and gas.	• Asbestos abatement required before reuse. • Requires study for asbestos abatement and removal methods and operation that should include phasing considerations for partial development and tunnel structural condition for reuse. • Potential to develop phased approach based on redevelopment schedule. • High capital investment for abatement and repair.
Alternative 4: Steam Tunnel Removal • Abate and remove steam tunnels throughout the site.	• Abatement required prior to removal. • Requires study for asbestos abatement and removal methods and operation. • Extremely high capital investment required to abate, demolish, and fill tunnel locations.

Preferred Alternative: Alternative 2 – Fill and Abandon Steam Tunnels The preferred alternative is to backfill the tunnels with soil and abandon in place due to the high cost of asbestos abatement and removal for other alternatives. If redevelopment with significant ground disturbance is proposed over a steam tunnel in the future, then Alternative 4 Steam Tunnel Removal may need to be implemented to abate and remove a tunnel section that will be impacted by new development.

6. Maintenance and Operations Buildings

Background:

Current NRSP maintenance operations are conducted through the Maintenance Garage. This building also served as a maintenance facility for KPPC. The maintenance garage has not been significantly modified or renovated for NRSP operations. The maintenance garage has electric heat that does not cover the entire building nor adequately heat the facility and has inadequate bathroom facilities for staff. The yard surrounding the maintenance garage provides employee parking, materials stockpiles, storage trailers, and dumpsters for trash and recycling. The facility's yard space is not clearly defined nor is it physically separated from the public spaces in NRSP.

On-site park operations includes a greenhouse which OPRHP uses to grow plants for use at NRSP and at other state parks in the region. The greenhouse structure was part of the KPPC facility and has not been significantly modified or renovated since OPRHP began operations. Volunteers currently assist with plant care in the greenhouse. The heating system is powered by weekly winter fuel oil delivery. There is the potential to upgrade to a gas heating system by connecting to a gas stub in Kings Park Boulevard added during the DEC Marine Resources Headquarters construction.

Alternatives	Considerations
Alternative 1: Status Quo • NRSP will continue to operate with current maintenance facilities.	• Maintenance Building will continue to deteriorate and provide inadequate facilities if not addressed.

	• Greenhouse will continue to deteriorate and fuel oil operation will remain a large expense. • No additional capital investment is required.
Alternative 2: Upgrade Maintenance Garage and Yard • Review existing building and yard determine upgrades for a current maintenance building and maintenance area.	• Capital investment will be required. • Assess overall condition of building prior to undertaking improvements • At a minimum upgrade heating for year-round use and address inadequate bathroom facilities for maintenance employees. • Public buffer for yard will need to be installed.
Alternative 3: Upgrade Greenhouse • Upgrade greenhouse to improve energy efficiencies and operations.	• The greenhouse requires maintenance and upgrade to continue to support park operations. • Capital investment will be required. • Assess overall condition of greenhouse prior to undertaking improvements. • At a minimum, upgrade heating system.

Preferred Alternative: Alternative 2 and Alternative 3 – Upgrade Maintenance Garage and Yard and Upgrade Greenhouse

The preferred alternatives are to assess the existing facilities and develop a schedule for upgrades, with heating system and bathroom facilities being priority projects to allow for continued park operations at these facilities. Provisions for the expansion of

the nearby area for community gardens and support facilities for volunteers should be integral to the greenhouse upgrades.

7. Administration Buildings

Background:

NRSP's administrative operation activities are conducted from the Administration Building located north of St. Johnland Road at the end of Kings Park Boulevard (Building 125). The building is one of the older buildings on site, remaining from the former KPPC operations. This building has been recently renovated and includes Park Manager and Assistant Park Manager offices, break room and conference room, storage rooms, public information office, a community meeting room with a kitchenette (available for public rental), small exhibit spaces and the only permanent public bathrooms in NRSP.

The Park Manager resides at Building 74, a former KPPC building, located along the west property line of NRSP on Upper Dock Road.

Alternatives	**Considerations**
Alternative 1: Status Quo • Administration Building was renovated in 2020.	• Building has been renovated and is functional. • No capital investment required.
Alternative 2: Increased Administrative Operations • Increased development within NRSP, such the active recreational southern fields or an equestrian center, could result in the need for additional administrative and maintenance facilities.	• A review of the need for additional administrative and maintenance operation space should be prepared for any large-scale development proposed within NRSP along with review of capital investment.

Preferred Alternative: Alternative 1 – Status Quo

As the Administration Building renovation was completed in 2020, no additional work is required at this time. Expansion of administrative facilities can happen concurrent with specific recreational improvements.

8. Protect and Expand Waterfront Infrastructure

Background:

NRSP has approximately one mile of shoreline. The Long Island Greenbelt Trail follows trails along the park's shoreline, offering scenic views of the river and the Long Island Sound. The adjacent Sunken Meadow State Park is connected to NRSP by trail systems and has many waterfront and shoreline amenities. NRSP has an existing marina for recreational boating, and users must be registered as a slip holder to use. Boat slips can be accessed 24 hours a day during the season, which lasts approximately from the third Monday in April to November 1st. Currently, due to deficiencies in the existing marina, launching and returning is tide dependent. OPRHP has plans in development for construction of a new southern marina which will have 157 slips, 211 parking spaces and public restrooms. The proposed design will accommodate kayak and canoe launching on the marina's northside, as well as 27 trailer parking spaces for the boat ramp users. Design and permitting of the marina redevelopment project are occurring ahead of the NRSP Master Planning process and are not part of the NRSP Master Plan and EIS.

Additional shoreline amenities at NRSP include a small sandy beach without services along the north shoreline and a paddleboard launch (by permit only) area in the same location. The new circulation system for the park will connect directly to the proposed parking and comfort station proposed in the marina project. The close proximity of the marina project to the proposed botanical garden area presents a potential synergy in park usage. A small play area adjacent to the marina could complement the day usage of the is corner of the park. Improvement of trails, placement of stairs or structures as described under the section "Natural Resources Protection" above could enhance access to the shoreline while protecting the friable slopes and shoreline vegetation.

Alternatives	Considerations
Alternative 1: Status Quo • Redevelopment of the Marina Facility as designed under a separate contract. • For the purposes of this master plan the future Marina configuration is considered an existing condition for the park.	• Planned redevelopment of the marina, which is not part of the Master Plan/EIS, provides for waterfront development and recreation for park users. • Preserves natural shoreline areas. • Trail connections exist to the adjacent Sunken Meadow State Park trails which offer many waterfront and shoreline amenities.
Alternative 2: Enhance Viewsheds • There may be existing opportunities to enhance views obscured by vegetation.	• Identify location where selective pruning may increase viewsheds and overlooks within NRSP. • Minor maintenance cost.
Alternative 3: Add Additional Water-related Concessions, improve connections between the marina and the park • Opportunities may exist to provide additional concession or lease agreements for additional water related recreational opportunities or food concessions in proximity to the marina area. • Provide new multi-use trail connections to key waterfront facilities from other areas of the park.	• Will require public-private partnership and long-term lease agreements. • May require additional parking. • The marina site is a heavily used section of the park during the summer months but currently lacks opportunities to obtain food or drink while in NRSP. • New parking areas and expanded marina would benefit from new trail connections to the rest of the park.

Preferred Alternative: Alternative 2 and Alternative 3 – Enhance Viewsheds and Add Additional Water-related Amenities and provide new trail connections to key waterfront facilities Identify locations where pruning may enhance viewsheds and create overlooks along trails. As facilities are redeveloped, opportunities for concessions or lease agreements for water-related recreational opportunities or food services may be identified, especially adjacent to or within the proposed botanical garden area and former director's house, Building 67. Provide new multi-use trail connections to waterfront amenities.

9. Explore Acquisitions and Easements

Background:

NRSP has multiple parcels not under direct jurisdiction of the park, but that are carved out parcels within the boundaries of the park or are adjacent to the park. Easements for trail connections, transfers within NYS jurisdiction and acquisitions when parcels become available should be considered on a case-by-case basis. Of note is the potential connection to Sunken Meadow State Park across a currently vacant parcel on the northern boundaries of the park.

Alternatives	Considerations
Alternative 1: Status Quo • Vacant parcels within the park boundaries remain outside jurisdiction of the OPRHP.	• Vacant parcels prevent development of open space and direct trail connections. • No cost related to the Status Quo • Vacant parcels are not maintained to the same level of care as the park.
Alternative 2: Consider transfers of land currently under the jurisdiction of the state but not under OPRHP	• The 3.3 acres Dormitory Authority of the State of New York parcel found north of the United States

	Postal Service parcel is currently a forested, unutilized space that falls directly within the park footprint and should be considered for transfer. • The 19 acres OMH parcel houses an unoccupied former hospital building and wooded areas. Transfer of the parcel would allow for the unification of the central mulit-use recreation area, proposed active recreational area and trail network.
Alternative 3: Consider transfers and easement for trail access across adjacent parcels	• Transfers or easement could be created across the OMH parcel to allow current local foot traffic to continue through the site as a formal park trail. • Transfers or easement could be created from the west corner of the site to Sunken Meadow State Park equestrian trails to expand equestrian capacity of the park.
Alternative 4: Consider Acquisitions	• The Fire Department currently owned by Smithtown could be considered for acquisition as it lies directly within the park footprint and the vacant parcel is incongruous with the proposed park programming and usage.

Preferred Alternative: Alternative 3 – Consider Easements for trail access across adjacent parcels

Transfers or easement will be explored across the OMH parcel to allow current local foot traffic to continue through the site as a formal park trail. Transfers or easement could be created from the west corner of the site to Sunken Meadow State Park trails to expand the circulation network of the park.

H. Foster Partnerships and Concessions

Background:

OPRHP provides additional opportunities for recreational activities by allowing non-profit partners or concessions to operate in state parks for annual fees, OPRHP also offers opportunities for lease agreements for up to ten-year periods to develop space or buildings within state parks for increased recreational uses. Presently, the only concessions operating in NRSP are two kayak/canoe rentals concessions which operate seasonally from the third Monday in April through November 1st and the Tiffany Field which is used by a local soccer club. Extensions of lease agreement terms are possible but require enabling legislation. Given the cost for renovations of existing buildings, longer leases would encourage private investment. Three existing park specific non-profit partners have participated in the master planning process 1) The Nissequogue River State Park Foundation 2) Preserve KPPC and 3) The Kings Park Heritage Museum. Non-profit partners are key to advancing the goals of the master plan in sync with community needs and desires. As buildings are upgraded, space for volunteers and non-profit partners should be built into site specific plans. Activity-specific groups such as those for disc golf, model airplane flying, and mountain biking are also important groups that can provide valuable feedback as more specific plans are developed.

The level of programming desired is beyond regular park operations such as a museum or equestrian center is contingent on the development of partnerships to manage and operate those programs. The number and uniqueness of the structures from the former KPPC campus provide an opportunity for adaptive re-use to house concessions in support of the core park themes of health and history. OPRHP could take on selective

renovation of building infrastructure and stabilization; when renovation is complete concessionaires could create a partnership to outfit the structures in a way that best supports the proposed use. Tax credits can be obtained within the landmark eligible district at the Veteran's Memorial Hospital area, presuming the integrity of the district remains intact, thus making that area a prime focus for a number of uses proposed for the park by community members early on in the outreach process.

Survey respondents expressed an interest in features that may be suitable for park concessions or long-term lease agreements as well as other forms of public-private partnerships. These park program ideas include a museum (focused on KPPC history), food concessions/cafes, a skateboard park, a disc golf course, bicycle pump tracks, concert/event venues, an equestrian center, a botanical garden, and a seasonal market. Each of the plan alternatives explores potential locations and access needs for a selection of these amenities. Further study of the associated infrastructure and parking needs should be performed as individual concessions are proposed. Concurrent with the master planning effort, an independent Economic Feasibility report for the most desired programs was conducted. **(See Appendix v. for the full report.)**

Alternatives	Considerations
Alternative 1: Status Quo • Existing concessions including kayak and canoe rentals and field rentals at Tiffany Fields will remain.	• Existing concessions may not meet the needs of park users, based on survey results. • Existing permit agreements and concessions will continue, primarily on the waterfront and at Tiffany Fields. • Limited access to programming, concessions, and amenities within the park.
Alternative 2: Increase Concessions and foster existing non-profit partners and volunteerism	• Additional economic benefits. • Increase amenities for park users.

• Identify additional short-term concession opportunities for NRSP. Concessions may be for recreational activities, such as horseback riding, bicycle rental or associated use concessions such as food and drink providers. • Collaborate with non-profit advocacy groups and volunteers. • Incorporate space for non-profit advocacy groups, park specific exhibitions and volunteers in larger renovation plans.	• Increase ability and opportunity for the public to remain in the park for longer periods. • Need to assess any increase in maintenance and operation costs. • Need to identify access and utility infrastructure needed for food concessions. • Buildings may need to be removed prior to some potential lease agreements becoming feasible. • Non-profit partnerships benefit the park by maintaining close ties with community advocates and volunteers.
Alternative 3: Develop Long-term Lease Agreements • Identify opportunities for long-term public-private partnership development in NRSP, including a museum, theater-York Hall (Building 80), an equestrian center, cafes, disc golf, a catering hall/event space, or seasonal market. • Lease Agreements provide opportunities for restoration and reuse of building space, such as conversion of the old laundry building (Building 5) or firehouse (Building 83).	• Enhanced economic benefits to NRSP from vehicle entry fees, event permitting fees, and special use permits. • Enhanced local employment opportunities. • Likely will require public-private partnership for operation of larger concessions. • Possible increase in maintenance requirements. • Provides opportunities to restore historic building structures for reuse. • Adaptive re-use of buildings deemed NR Eligible or within the

	NR Eligible district can take advantage of tax credits for restoration costs.

Preferred Alternatives: Alternative 2, and Alternative 3 – Increase Concessions, and Foster Non-Profit Partnerships and Develop Lease Agreements.

Both action alternatives are preferred. The increase in concessions and development of lease agreements may be tied to the implementation of other improvements within the park. For example, a bicycle rental may become feasible after a multiuse trail loop or circulation system is in place. Concessions for a seasonal café or restaurant that would be synergistically located with a year-round market, venue, or event space would become possible once the existing buildings are stabilized and renovated.

Non-profit partners are anchors to the community and essential for continued input as plans are further detailed and implemented.

CHAPTER 3 – THE PREFERRED ALTERNATIVE

A. Selecting the Preferred Alternative

The preferred alternatives prioritize the historic, natural, and recreational resources of the park. The new plan responds to the community outreach and surveys conducted by the Master Plan team, the need to protect natural resources and enact principles of sustainability, and the desire to preserve and celebrate the historic nature of the site. Each preferred element in the plan was analyzed for its suitability in meeting the goals of the agency, community, and the park. The planning team analyzed the status quo condition and the alternatives with an emphasis on the historic nature of the site. The alternatives were analyzed for their potential impacts to the existing environment and resources. The alternatives consider natural resource and protection strategies, cultural resources protection strategies, recreational resource development, circulation systems, facilities, infrastructure, and operations, and partnerships and concessions.

a. Natural Resource Protection Strategies

The site's natural resources are improved by expanding, connecting, and restoring the historic landscape. The Bird Conservation Area is expanded to include the forested slopes along the eastern portions of the park. The meadows are expanded to support ground-nesting birds, manicured lawn areas are consolidated to active use areas, and permeable surfaces are increased. An invasive species management plan and stormwater and runoff policy will be created and enacted. The fragmented habitats are connected by managing natural succession and planting native saplings concurrent with trail improvements. The forested buffer that encircles the park should be expanded, the woodlands should be strategically restored, and the overall tree canopy will be increased into formalized park areas. Vegetated slopes along the Nissequogue River and adjoining coastal area are protected and restored. Shoreline areas will be monitored and stabilized and access to coastal bluffs should be controlled to minimize erosion.

b. Cultural Resource Protection and Building Reuse

Cultural resource protection is improved at the site by supporting ongoing restoration initiatives, and the selective reuse and demolition of additional buildings. At the Southern Fields area, the footprint of the area currently occupied by a building complex is reused for a new parking lot, comfort station, community amenities, and multi-use fields; the existing woodlands will be protected and expanded. At the West Farmstead area, agricultural and horticultural land are reestablished and Building 5 will be renovated for a market or event space. In The Green area, select large buildings are removed to create a long central meadow. Selective small buildings are retained for new programming. At The Bluff area, retention of the existing buildings will be prioritized for re-use and community amenities are expanded to include a universally accessible playground, dog run, and comfort station.

c. Recreational Resource Development

The recreational resources on site are improved by expanding recreational space, increasing community amenities, and improving access to the waterfront. Services will be expanded, and in the southern portion of the park, unutilized buildings will be removed and the open flat areas will be redeveloped for active recreation. The passive recreational areas in the center of the site offer flexibility and opportunity to be developed over time. The waterfront will be expanded, and access to and from the waterfront will be improved. Park facilities are expanded to include a market space to showcase local vendors and agricultural goods, while the historical theater and event space are expanded to host weddings, concerts, or theatrical events. The play areas will be expanded to serve the local neighborhoods, be made universally accessible, and support children of all ages.

d. Park Access and Circulation Systems

Park access and circulation are improved on site by expanding trails, parking, and signage. Entry to the park will be improved by adding formalized vehicular park entrances at trailheads, controlled grade crossings for pedestrian access, and increased bicycle access. A layered circulation network will be developed and include options for hiking, biking, and walking. New parking will be added to proposed entrances and will include green infrastructure elements such as permeable paving. Natural surface trail loops through wooded areas are expanded to improve the trail network, bicycle amenities such as fix-it

stations and bike racks are expanded at trailhead parking areas, and the Hike & Bike Trail will be extended. Connections between the Marina and the proposed program area will be expanded. All improvements will be accomplished after exploring all sustainable resources available and by following ADA compatibility standards.

e. Facilities, Infrastructure, and Operations

Facilities, infrastructure, and operations will be improved over the status quo by upgrading utilities and maintenance and expanding solar and green infrastructure. Solar panels will be installed in a select number of the proposed parking lots; green stormwater infrastructure will be expanded and include pervious sidewalks, roadways, and parking lots. Automated fee collection will be installed. Utilities will be upgraded in a phased approach and the maintenance garage, yard, and greenhouse will be upgraded. Abandoned steam tunnels will be filled if they become impacted by future development. Viewsheds are enhanced by selective clearing and pruning and water-related amenities will be expanded to provide access to key waterfront facilities. Easements and transfer will be considered for trail access through parcels that are contiguous with but not currently part of the Nissequogue River State Park.

f. Partnerships and Concessions

Partnerships and Concessions will be improved by fostering new relationships with municipalities, non-profit and for-profit organizations for expanded park programming, interpretation, rehabilitation, and adaptive re-use of existing park structures.

CHAPTER 4 – ENVIRONMENTAL IMPACTS AND MITIGATION

A. Introduction

This chapter includes a summary of environmental impacts resulting from the implementation of the Nissequogue River State Park (NRSP) Master Plan, or the preferred alternative, as described in Chapter 3. The Master Plan and EIS satisfy the requirements for an environmental impact statement as specified in 6 NYCRR 617, the rules and regulations implementing SEQR.

B. Environmental Impacts of the Alternatives

The alternatives were developed and analyzed for natural and cultural resource protection strategies, recreation resource enhancement, education and outreach, and maintenance and operations at the park. The preferred alternatives are based on:

- Information about existing conditions
- Vision and goals of the Master Plan
- Consideration of demand for various activities
- Site constraints
- Other considerations as identified in resource analyses for each element.

The Master Plan consists of the combined preferred alternatives for each identified element or activity as determined by this analysis.

C. Status Quo Alternative

The status quo includes the existing programs, facilities, and practices at the park as described in Chapter 1, the environmental setting. While this alternative may not result in any immediate adverse environmental impacts, the potential exists for long-term indirect adverse environmental impacts. As visitors continue to use the park, or use it in new or unforeseen ways, additional demands could be placed on the natural, cultural, and

recreational resources, as well as on park staff. Vandalism has led to an accelerated level of decline to buildings, which pose an ongoing threat of arson. If no action is taken, the degradation of buildings would continue. Without the guidance of the proposed Master Plan, the potential for adverse impacts on environmental resources would increase.

D. Preferred Alternative and the Master Plan

The preferred alternatives for natural and cultural resource protection, recreation, education and outreach, and maintenance and operations are identified in Chapter 3. The preferred alternatives strike a balance between historic preservation, expansion of recreational resources, and natural resource enhancement and protection. The Master Plan also sets forth OPRHP's vision for operational enhancements, capital improvements, and park development over the next 15-20 years. It provides comprehensive guidance for NRSP's long-term sustainable development and management by identifying programs and site uses that are appropriate to the park's unique environment and its cultural and historic context. The alternatives analysis explored potential impacts and ways to eliminate or minimize them through appropriate mitigation measures. The resulting Master Plan integrates resource protection and recreational improvements throughout the park.

E. Environmental Impacts Associated with Implementation of the Master Plan and Proposed Mitigation

a. Impacts on Land

Most of the physical disturbance proposed in the Master Plan would take place in areas that are already developed or otherwise previously disturbed. NRSP is located on the site of the former Kings Park Psychiatric Center (KPPC). There would be direct and indirect impacts to the physical environment throughout the 521-acre park. Specifically, there would be demolition and construction of structures, clearing and planting of vegetation for habitat enhancement and cultural landscaping, and grading associated with these projects.

There would be an overall decrease in impervious surfaces as a result of the demolition and removal of former KPPC structures and infrastructure. New development would be

sited within the footprint of structures that have been or would be removed. When possible, new or renovated development would be equipped with green infrastructure capabilities such as permeable paving, bioswales with native plantings, vegetated slopes, filter strips, and infiltration trenches. Implementation of projects proposed by the Master Plan would require individual Stormwater Pollution Prevention Plans (SWPPP) subject to approval by NYS Department of Environmental Conservation (DEC) through the State Pollution Discharge Elimination System (SPDES) General Permit process. A SWPPP, including sedimentation and erosion controls, would be developed for each individual project. Following demolition and removal, disturbed areas would be restored by creating a smoothly graded surface and seeding with a grass mix.

Existing natural habitat would be restored and enhanced through grading, planting native vegetation, decreasing mowing to allow for natural succession, and decreasing fragmentation by closing redundant trails. Additional landscaping designed to restore the historic character of the site would include creation of a botanic garden near the former superintendent's house (Building 67), clearing and thinning vegetation around viewsheds such as the highest point in the park near the former ash landfill and the existing former reservoir, and clearing vegetation as needed for the reintroduction of agricultural or horticultural uses near the West Farmstead area.

New trail sections may require some vegetation removal and grading. Disturbance would be limited primarily to the required width of the trail corridor. The policy and guidelines for trail building that have been established by recognized trail organizations and governmental agencies would be followed. A compilation of standards that OPRHP uses is provided at https://parks.ny.gov/recreation/trails/technical-assistance.aspx. These established guidelines assure that work would be completed in a manner that maximizes the protection and preservation of the resources of the park. Restoring closed trails with native vegetation and stabilizing the damaged areas would reduce the potential for soil erosion and mitigate impacts to adjacent areas.

The steep slopes adjacent to the shoreline would benefit in the long term by the short-term disturbance associated with reconstructing existing stairs and closing redundant social trails being used to access the beach. Existing coastal erosion would be decreased by

removing invasive species and planting native vegetation to stabilize the shoreline and bluffs. No other projects proposed by the Master Plan would be located near the Coastal Erosion Hazard Area (CEHA). Any disturbance within the CEHA would consider the impact of coastal flooding, sea level rise, and the ability to be designed in line with the requirements set forth by the DEC.

The Master Plan proposes phased implementation so there would be no long-term traffic disruptions nor prolonged use of heavy equipment and stockpiling of materials impact adjacent land uses.

b. Impacts on Surface Water

NRSP contains one freshwater wetland in the form of the former reservoir which receives stormwater inputs and overflows through a culvert directly into the Nissequogue River. Nissequogue River is a tidal river formally designated as a Significant Coastal Fish and Wildlife Habitat (SCFWH). Implementation of the Master Plan would result in an overall decrease in impervious surfaces within NRSP. Existing and future stormwater runoff would be decreased through the use of green infrastructure and development of SWPPPs during construction projects. Proposed improvements to the existing marina are a separate action currently under review.

The former reservoir would have some short and long-term impacts associated with work to enhance its recreational and aesthetic values. Grading would be necessary to create an accessible trail loop. Strategic access to views of the wetland could be created through some clearing of vegetation or construction; this would require further environmental review.

c. Impacts on Groundwater

Long Island is designated as having a sole source aquifer. The park is connected to a public water system. The level of development proposed in the Master Plan would not increase demand enough to affect the groundwater supply. Drinking fountains, children’s spray showers, new comfort stations, and other small water draws would be connected to

the existing infrastructure. Proposed agricultural or horticultural uses in the West Farmstead area or near the botanic garden would use best management practices to conserve water. Habitat improvements would further filter any pollutants beyond the stormwater runoff controls previously discussed.

Any potential disturbance near the former ash landfill would need to receive additional planning and review to ensure the hazardous materials cannot escape into the groundwater.

NRSP is not located in a special ground water protection area program.

d. Impacts on Flooding

NRSP is situated on a natural bluff along the Nissequogue River estuary. As a result, only a small portion of the park is subject to flooding. The 100-year flood elevation of the park is +9.00 above sea level. During this flood stage only a portion of the low-lying areas of the park would be flooded. The Master Plan proposes paving, trail construction and rehabilitation, and reconstruction of beach access stairs in these areas. Any infrastructure required to be constructed in these areas would be designed to withstand periodic inundation. The landscape areas adjacent to the marina and reservoir would be planted as to withstand periodic inundation. All other existing structures proposed to remain are above the mapped flood plain. There would be no new development within the CEHA. The bluffs are designated as natural protective features to be protected from encroachment or damage from development activities. Vegetative buffers along the shoreline would be preserved or increased to the greatest degree possible. Proposed improvements to the existing marina are a separate action currently under review.

e. Impacts on Plants and Animals

The park is a critical piece of the watershed that protects the Nissequogue River and its marshlands. Within and adjacent to the park are low salt marshes designated as a significant natural community by the New York Natural Heritage Program (NHP). The park's bluffs and reservoir provide roosting areas for wading birds and an overwintering site for

freshwater waterfowl. Throughout the park, the combination of mature and emergent woodlands provides foraging and stopover habitats for migratory songbirds. The Master Plan proposes to expand the existing Bird Conservation Area (BCA) to portions of the park along the southern boundary which would highlight the importance of this habitat and guide natural resource management.

Most proposed new development is limited to existing developed areas. Limited disturbance is proposed for natural areas such as an accessible loop trail around the reservoir and stairs to access the river's shoreline. Vegetation removal and grading of the slopes here would have minor adverse impacts on the site's existing use by wildlife. Non-trail areas would be planted to stabilize the slopes and visual access to the reservoir would be limited to certain viewpoints, thus reducing overall impacts. Abatement and demolition of deteriorated structures would include the removal of pests such as rodents to prevent these from moving into the adjacent neighborhoods. New safety lighting would be dark skies compliant but might have a minor impact on nocturnal insects and wildlife. When lighting is designed and installed, timers and motion-sensors may be considered to reduce this potential impact.

New recreational uses such as mountain biking courses, off-leash dog runs, and equestrian facilities would be carefully designed to standards and sited away from sensitive areas.

Some vegetation removal would be necessary for actions such as creating scenic viewpoints, trail improvements, and invasive species management. The Master Plan proposes improving the trail network by thoughtfully adding some sections while closing others and increasing connectivity while decreasing overall fragmentation. Some trails go through very fragile habitats and can be rerouted to improve the viability of the trail and lessen the existing impact on the most sensitive habitats or areas. The trail system would be defined with clearly marked, designated trails. The system would utilize existing trails to the greatest extent possible to reduce new areas of disturbance; non-essential social trails would be closed to reduce redundancy and to improve the visitor experience. Water management and erosion control techniques, such as deberming and development of knicks and rolling grade dips would be used on natural surface trails to reduce the potential for erosion and impacts to natural areas. Trail use may increase the spread of invasive

species through transport of plant material on shoes, bike tires or hooves and through horse and dog scat. Boot brushes and bike cleaning stations may be installed to reduce this potential impact. The Master Plan proposes development of an Invasive Species Management Plan which would include monitoring for new instances of invasive species. Tree removals would be undertaken according to OPRHP guidelines to prevent impacts on roosting bats or nesting migratory bird species.

All areas disturbed by the projects included in the Master Plan would be restored to existing or improved condition. Following the OPRHP Native Plant Policy, only native flora would be used in areas not designated for historic or educational gardens and orchards such as the Botanic Garden and West Farmstead areas. Cultural landscape and agricultural plantings would be chosen carefully to avoid any species that might spread into natural areas or attract invasive species. For example, common orchard plants may attract the extremely invasive spotted lanternfly. Plantings would also be selected considering existing deer overpopulation within the park.

The Master Plan proposes to improve habitat quality by expanding forests and meadows, instituting protective measures to reduce erosion and restore natural habitat on the shoreline, reducing mowing and decreasing impervious surfaces, and decreasing overall fragmentation by closing redundant trails and roads. In addition, an Invasive Species Management Plan would be developed for the park.

f. Impacts on Scenic Resources

The park contains numerous important scenic views. Proximity to and visibility of the Nissequogue River was considered integral to the health and wellbeing of the patients at KPPC. This legacy would be emphasized and continued as proposed in the Master Plan through alignment of circulation approaches with important viewsheds and careful clearing of vegetation which currently occludes historic views once integral to the site’s functions.

The former KPPC buildings are both aesthetic resources due to their cultural significance and discordant elements due to their deteriorated state. While many of these historic structures would be preserved for adaptive reuse, many others would be demolished due to

their threat to public health and safety. Demolition would adversely impact the historic and community character of the site, but the removal of deteriorated and vandalized structures would benefit the overall scenic resources of the park. In particular, the demolition of Building 93 would result in a significant adverse impact due to its height and location within the park making it the most recognizable structure associated with the site's former use as a psychiatric facility.

The aesthetic benefits of natural resources would be protected and enhanced. Selective views of the reservoir and from the high point in the park at the former ash landfill would be improved through limited clearing of vegetation. The existing bird blind would be rehabilitated and selective visual access to the reservoir would be created. Planting to restore historic cultural landscapes would improve aesthetic resources at the Botanic Garden and West Farmstead areas. The new formalized park entrances would benefit aesthetically from landscaping and new wayfinding signage.

g. Impacts on Historic and Archaeological Resources

The Master Plan was developed in consultation with the State Historic Preservation Office (SHPO) which is OPRHP's Division for Historic Preservation (DHP). Under Section 14.09 of the New York State Historic Preservation Act, their role in the review process is to ensure that effects or impacts on eligible or listed properties are considered and avoided or mitigated during the project planning process. Of the former KPPC's existing buildings, only the following are eligible for listing on the State and National Registers of Historic Places: those comprising the Veterans Memorial Hospital Unit (VMHU) which are Buildings 125-130, 132, 136-139, 140, and 144 and those deemed individually eligible which are Building 80 (York Hall) and Building 93. The preceding buildings represent a significant resource to be protected and actively preserved. While demolition in full or in part of any of these buildings would be considered a significant adverse impact, demolition of structures imminently dangerous to public health are exempted. Such a demolition would be subject to a mitigation process in coordination with DHP and would receive the due process and procedures assigned to them by their guidelines.

Building 93 is proposed to be demolished as part of the Master Plan as it is not feasible to preserve, restore, or reuse the structure and it presents one of the greatest hazards at the site for trespassers and vandals. The 14 extant buildings of the VMHU would be preserved. York Hall would be adapted for reuse. Restoring its historic use as a community and performance space is supported by the public and through market analysis, which identified a local demand for live performance and event venues.

The other former KPPC structures that are not listed or eligible for listing are still important to the interpretation of the historic character of the site. Demolition is proposed for the attractive nuisance created by Buildings 3, 7, 15, 19, 21, 22, 29, 37, 41- 43, 45, 84, 90, and 91 which are vacant and deteriorating. These buildings are the frequent target of illegal entry and vandalism and present an ongoing security and safety concern given their remote location within the park. Stabilization, maintenance, and rehabilitation of these buildings for new uses is not feasible. Because of their size, configuration, and advanced state of deterioration, these buildings are not suitable for re-use.

The Master Plan proposes restoration and adaptive reuse for Buildings 80, 83, and 95-99, which are located outside of the proposed central multi-use green space and have convenient vehicular access. Although these buildings are subject to the same vacancy and deterioration concerns, their smaller size, dedicated uses, and central location make them more compatible with park programming. Buildings 62, 65, and 67 would also be preserved.

The park has a relatively high sensitivity for pre-contact and archeological resources and a moderate sensitivity for pre-1885 historical resources; however, resources associated with the hospital largely lack archeological potential. Exceptions include structures built and used before 1940 and structures associated with service activities (blacksmith, tinsmith, farming, etc.) or other activities with the potential for large assemblages or artifacts. The Phase 1 archeological report recommends that an Archeological Resource Management Plan (ARMP) be completed following the conclusion of the Master Plan. Projects included in the Master Plan avoid sub-surface resources to the greatest extent practicable.

In addition, the steam tunnels would be filled and abandoned. Kings Park Boulevard and several other park roads would be closed with some parts demolished and removed. The loss of these appurtenant facilities would not result in an adverse impact as the design of the Master Plan preserves the overall historic character of the site. All existing and former cultural resources would be interpreted through various park programming and proposed partnerships such as a potential museum.

All projects would follow the OPRHP Intra-Agency Protocol for the Application of Section 14.09 of the NYS Parks, Recreation and Historic Preservation Law. The majority of the projects proposed in the Master Plan may require review under Section 14.09 for historic and/or archeological resource considerations.

h. Impacts on Transportation

The Master Plan proposes a cohesive circulation system that connects park patrons to the adjacent waterfront areas and enhances existing transportation resources. As a result of projects within the Master Plan, the number of park visitors might increase thereby increasing the number of personal vehicles accessing the site. The Master Plan, however, prioritizes bicycles, pedestrians, and universal access. Vehicular access would be limited to the edges of the park and to key program destinations. Additional parking areas would be constructed at the West Farmstead, Southern Fields, and the Bluff areas as well as near York Hall. Improvements to the existing trail system would result in the removal, realignment, and reuse of existing paved areas. Redundant trails and roads would be closed.

The proposed vehicle entrances on Old Dock Road and St. Johnland Road would be formalized with signage and landscaping. Wayfinding would be installed to improve navigation. The Master Plan proposes controlled grade crossings with stop signs and pedestrian activated signals at intersections with trails and major roads. Permanent and temporary road closures would be required for the creation of the new circulation system. The closure of Kings Park Boulevard and relocation of the new formalized entrances could result in a temporary increase of traffic associated with construction as well as operational changes to the park. Many internal park roads that were part of the former KPPC campus

have already been closed. Implementation of the Master Plan would reduce fragmentation, decrease traffic, and remove pedestrian-vehicle conflicts in the long-term.

A trail plan would designate trails for specific uses and those located within natural areas would be designed to decrease fragmentation, prevent social trails and erosion, and limit disturbance to resources. An interpretive trail loop would be created. The existing Hike and Bike trail would be expanded to form a continuous loop. Bicycle amenities and a space for bicycle rentals would be provided in addition to a space for equestrian use. The Master Plan also proposes working with adjacent property owners to promote continuous recreational trail use external to the park.

i. Impacts on Energy

The Master Plan does not propose an increase in demand for energy beyond the capacity of existing utilities in NRSP. Safety lighting would be necessary in some areas of the park such as between parking areas and pedestrian paths to buildings in addition to dedicated after-dark programming. The reuse of historical buildings and additional site programming may require additional lighting or other electrical services. Solar power and other alternative energy sources would be explored including solar canopy installations at the proposed parking fields in the West Farmstead and Southern Fields areas. Phased upgrading of park utilities is proposed which might include electrical service as needed.

j. Impacts on Noise, Odor, and Light

There would be temporary adverse noise impacts (e.g. noise from construction equipment and vehicles) associated with construction of proposed improvements. Existing vegetation within the park would provide a buffer that would help prevent adverse impacts to adjacent property owners. During construction, there would also be a temporary increase in vehicular traffic levels and related emissions. Construction and maintenance activities may also be associated with related odors such as fuel and exhaust odors.

The adaptive reuse of York Hall as an event venue and the use of other areas in the park for special events might have the potential to produce additional noise but these would be

limited by agreements and other approvals to prevent disturbance to the adjacent residential neighborhoods.

New dark skies compliant lighting would be installed where necessary to provide safe use of existing and proposed parking and park programming. Dark skies lighting is shielded and directed downward with no glare or light spillage on adjacent properties or roadways. There would be no light pollution as a result of the proposed Master Plan.

k. Impacts on Geological Features

There are no designated significant or unique geologic features within the park. The Master Plan proposes reconstruction of existing stairs to access the shoreline but would take measures to protect and rehabilitate the existing bluffs to prevent erosion. The reduction of social trails would also benefit the bluffs and shoreline habitat.

l. Impacts on Air

Potential air quality impacts as a result of Master Plan implementation would be minimal. There would only be a modest increase in vehicular traffic due to additional parking spaces at periphery lots and the enhancement of pedestrian / bike facilities and connections to adjacent neighborhoods and trail systems would encourage non-vehicular travel.

Only minor, temporary increases in emissions from heavy equipment on site might occur during construction due to the implementation of the Master Plan. In addition, activities related to proposed demolitions and construction could create a temporary increase in dust. Air quality impacts from construction vehicles would be mitigated by assuring that these vehicles are in good running condition and are not producing excessive exhaust. The Master Plan would be implemented over a period of time and such impacts would be temporary and localized to the specific work areas.

m. Impacts on Open Space and Recreation

There would only be temporary, minor adverse impacts to open space from implementation of the Master Plan. This would occur during construction projects where the project sites

are temporarily closed off to public access. Once completed, public access would be restored.

The proposed Master Plan would greatly increase the amount and quality of recreational uses available in the park. New facilities and uses are primarily limited to existing developed areas while preserving the existing amount of open space. Active recreation would be promoted through the construction of multi-use fields in the Green and Southern Fields areas. Disc golf, dog runs, fitness areas, and playgrounds would all be introduced. Model aviation would continue. Expansion of the BCA, partnerships with adjacent landowners, enhancement of existing and proposed trails, improvements to existing viewsheds, and a decrease in impervious surfaces and fragmentation would all improve the ability of park visitors to connect with nature in a meaningful way.

n. Impacts on Critical Environmental Areas

NRSP is not located within a Critical Environmental Area.

o. Impacts on Human Health

The Master Plan would have a beneficial impact on human health by expanding access to outdoor recreation and removing existing hazards. Pedestrian safety would increase with improved trail and road crossings. Vehicular use would be limited to prevent any conflicts. While the ash landfill has been capped, any proposed ground disturbance including clearing vegetation to improve viewsheds would require additional review to prevent contamination of groundwater. Trail improvements, including closing of redundant and social trails, would decrease exposure of the public to disease-carrying pests such as ticks that are present throughout the natural areas of the park. Proposed plantings and agriculture would be subject to OPRHP's Pesticide Reduction Policy, thereby minimizing the public's potential exposure to harmful chemicals.

The remaining structures of the former psychiatric center are often targets of vandalism, theft, and trespassing. The park attempts to discourage this behavior by boarding up hazardous structures, fencing around off-limits areas, locking gates at night, and frequent patrolling by park staff. Yet, while park security is doing what they can to mitigate the threat

of trespassers, the size of the park and the abundance of buildings have proven to thwart their best efforts. The Master Plan proposes to abate hazardous materials and demolish deteriorated structures where preservation and adaptive reuse are not feasible. New York State has developed comprehensive standards for protecting public safety during building demolition, including detailed state regulations governing the removal and handling of asbestos containing materials, and OPRHP would assure rigorous compliance with all relevant health and safety standards and regulatory requirements.

p. Consistency with Community Plans and Community Character

The Master Plan was designed to be compatible with all existing plans and historic community character. Stakeholder engagement undertaken during the development of the Master Plan included coordination with local planning officials. The plan was evaluated for compatibility in relation to the current planning efforts underway by the Town of Smithtown, specifically their Comprehensive Plan update. The proposed action is consistent with the Town of Smithtown's Local Waterfront Revitalization Program (LWRP). See detailed discussion below.

Existing community uses such as the Hike and Bike Trail, Tiffany Field, and the Greenbelt Trail would continue. Improved vehicular circulation in the park would benefit the surrounding communities with less through traffic and better crossings and intersections. Proposed adaptive reuse of existing buildings to remain include a year-round market and outdoor plaza in the West Farmstead area, a community and performance space in York Hall, and potential museum and café in the Bluff area.

The existing predominant architectural styles are seen in the remnants of the former hospital campus. Many of these structures are proposed for removal and any new structures that support recreational needs such as picnic pavilions or comfort stations would be designed to not overpower or conflict with the character of the park.

Long Island North Shore Heritage Area (LINSHA) - a State designated Heritage Area stretches the entire expanse of the North Shore of Long Island. In 2006, OPRHP received

and approved the LINSHA Management Plan (LINSHA Planning Commission 2006). It is NYS policy to follow the recommendations in the plan and to ensure that actions by the State are reviewed for consistency with the Management Plan. This Master Plan/EIS for Nissequoque River State Park and the associated implementation of the preferred alternatives described in this plan are consistent with the LINSHA Management Plan. The Management Plan calls for "preserving, protecting and enhancing the cultural, historical and natural resources of Long Islands North Shore" (Ibid.). The Master Plan would preserve the heritage and historical resources of LINSHA including Native American and historical resources found within Nissequogue River State Park. The Master Plan proposes actions that would protect the environmental, natural, and maritime resources such as preserving the important salt marsh complex, controlling invasive species, and expanding the BCA. The Master Plan preserves and enhances recreational and educational opportunities for residents and visitors to Long Island's North Shore and enhances economic vitality and cultural life within the Heritage Area.

q. Solid Waste Management

For proposed actions in Suffolk County, EISs must address impacts on solid waste management and the project's consistency with the state or locally adopted solid waste management plan.

Solid wastes generated as a result of normal park operations would be handled by the use of "least-toxic" methods and materials; the institution of a "carry-in/carry-out" program for park visitors; and the institution of a recycling program for both visitors and park staff. A solid waste disposal program would be developed with the Town of Smithtown. Temporary storage would take place in the park in a designated area within the maintenance yard.

r. Unavoidable Adverse Impacts

As described above, the proposed Master Plan would result in some unavoidable adverse impacts. These would be monitored, and action would be taken, if necessary, to prevent any significant impacts from occurring.

Some additional impervious surfaces would be added to improve access and parking. This would be balanced with providing pervious surfaces where operationally feasible and providing landscaping, drainage improvements and bio-filtration swales.

s. Irreversible and Irretrievable Commitments of Resources

Additional site-specific planning, development, and implementation of a Master Plan, including construction of additional parking and access facilities, rehabilitation or demolition of structures, and a redesigned trail system, would involve the irreversible and irretrievable commitment of public resources in the form of time, labor and materials. It would also require a commitment to the long-term operation and maintenance costs of the park.

t. Growth Inducement

Implementation of the Master Plan would result in improved recreational use of the park but in a manner that is not expected to induce growth of the surrounding area. Recreational use would be carefully managed in an effort to support the vision and goals established to maintain the quality of the park's recreation resources, historic resources and important open space and natural habitats. There would be positive, ongoing, economic impacts to the communities surrounding the park, in the form of investment in the communities. Tourism related expenditures, for activities such as day-use, trail activities and special events, are a major element of the economic vitality of nearby communities. Enhanced connections of the park to the neighboring state park and community should result in modest enhancement of recreation-related business and sales.

F. Coastal Zone Management Program Consistency

For a state agency action in a coastal area, an Environmental Impact Statement must address the action's consistency with the applicable state coastal policies or, when the action is within an approved local waterfront revitalization program (LWRP) area, with the local program policies. Although there is a Coastal Management Program (CMP) for Long Island Sound (State of New York 1999), NRSP falls fully within the Town of Smithtown's LWRP boundary. A State Coastal Assessment Form has been completed **(See Appendix ix)**. The following is an analysis of the effects of the proposed NRSP Master Plan on the

implementation of the Town of Smithtown's adopted LWRP (Town of Smithtown 1989). This review process has been completed in order to determine if the Master Plan would be consistent with the policies and purposes of the LWRP as required by Article 42 of the Executive Law and implementing regulations in 19 NYCRR Part 600 and 6 NYCRR Part 617.

The Town of Smithtown has one of the first LWRPs for Long Island, recognizing early on the value and vulnerability of the abundant coastal assets of the region. An updated draft was prepared in 2019 but has not been adopted. OPRHP reviewed the proposed NRSP Master Plan and has determined that the plan is consistent with the Town's LWRP policies as listed and discussed below. Numbered policies are statewide policies; numbers with letters following them are specific to the LWRP.

Applicable LWRP Coastal Policies

The applicable policies from the Town of Smithtown Local Waterfront Revitalization Program (Adopted in 1989 in accordance with 15 CFR 923.84) are 1, 1C, 5, 7, 7A, 8, 11, 12, 19, 20, 22, 23, 23A, 25, 25A, 25B, 25C, 33, 37, 37A, 38, 39A, and 44.

Policy Analysis

Development Policies

Policy 1

Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

Policy 1C

When the Kings Park Psychiatric Center is no longer needed for its original purpose, restore and revitalize the core area of the center for Institutional and residential uses and redevelop the periphery of the center for a mix of recreational, conservation and agricultural uses.

The LWRP characterizes the former Kings Park Psychiatric Center (KPPC) as an underutilized and deteriorated waterfront area and calls for a mixture of land uses including

institutional, recreational, agricultural, and open space. Although defined as institutional at the time, KPPC has since been closed and most of the land transferred to OPRHP to form Nissequogue River State Park. Residential and large-scale commercial uses for the area are no longer desired by the town and community. Land of the former campus has been converted to state parkland which offers protections from large scale development. Targeted commercial uses in the form of park concessions and lease agreements are proposed as part of the Master Plan.

The park contains 52 closed and underutilized structures that were part of the former hospital campus. Additionally, the park contains infrastructure that supported the operation of the former hospital campus such as roads, parking areas, steam tunnels, and other underground utilities that are no longer necessary. Underutilized elements of the site that do not support recreational needs of the park are proposed for removal. Those structures both deemed eligible for the National Register of Historic Places and viable for reuse are proposed to be explored as locations for adaptive re-use in support of park programs. There are a number of structures that are viable for reuse but are not eligible for the National Register of Historic Places; adaptive re-use will also be explored.

OPRHP has already performed some strategic redevelopment. Most notably, in the northern area of the park, the renovation of the current Parks Administration Building and the construction of a new park pavilion. Additional selective restoration and adaptive reuse of structures are proposed within the Master Plan.

The Master Plan also proposes to retain and enhance the natural forested buffer that abuts the surrounding neighborhood which is consistent with conservation and recreation in the periphery. Existing recreational uses such as biking, fishing, walking, and hiking throughout the park would continue and be expanded. Facilities have been proposed to enhance these activities. For example, parking along the perimeter of the park is proposed to provide accessible trailheads for cyclists and hikers. Finally, the Master Plan proposes a partnership to allow for agricultural or horticultural uses consistent with the historic landscape within the periphery.

Although no institutional nor residential uses are being proposed as part of this action, the Master Plan is otherwise consistent with this policy.

Policy 5

Encourage the location of development in areas where public services and facilities essential to such development are adequate, except when such development has a special functional requirement or other characteristics which necessitate its location in other coastal areas.

NRSP is in an area where public services and facilities are adequate. Existing utilities would be upgraded or expanded within the park as necessary during phasing of the proposed Master Plan.

Fish and Wildlife Policies

Policy 7

Significant Coastal Fish and Wildlife Habitats, as identified, on the Coastal Area Map, shall be protected, preserved and where practical, restored so as to maintain their viability as habitats.

Policy 7A

The Nissequogue River habitat shall be protected, preserved and, where practicable, restored so as to maintain its viability as a habitat.

The Nissequogue River, including NRSP, has been designated as a Significant Coastal Fish and Wildlife Habitat (SCFWH) **(See References).** The Master Plan recommends forest restoration and meadow creation, along with the selective removal of invasives, and expansion of the Bird Conservation Area (BCA).

Woodlands that border the intertidal marshes, salt marshes, and wetlands are essential for the root systems which stabilize soil and prevent erosion, especially along the steep banks adjacent to the river. The Master Plan proposes restoration of gaps in existing forested areas and the removal of redundant trails and reconstruction of existing pedestrian stairs that can help keep park users off vulnerable slopes. Expansion of the BCA would guide

restoration and conservation especially along the steep wooded slopes on the eastern border of the park, part of the watershed for the Nissequogue River.

There is a possibility of temporary impacts to the upland areas within the SCFWH during the proposed implementation of projects in the Master Plan. However, this would not be significant enough to threaten the viability of the habitat. Implementation of projects proposed by the Master Plan would require individual Stormwater Pollution Prevention Plans (SWPPP) to prevent an increase in surface runoff, erosion, or sedimentation to the surrounding wetlands. The Master Plan proposes large-scale park improvements only in previously disturbed areas and limits changes to forested areas and sensitive shorelines.

The proposed action would not threaten the viability, significantly impair, or destroy the SCFWH.

Policy 8

Protect Fish and Wildlife Resources in the coastal area from the introduction of hazardous waste and other pollutants which bioaccumulate in the food chain or which cause significant sublethal or lethal effect on those resources.

Phased development proposed by the Master Plan would involve building demolitions and construction activities. Some of these structures contain hazardous materials that would need to be abated prior to demolition. Removal of all construction debris and conventional waste from park use would be carried out under strict adherence to all environmental regulations.

Flood and Erosion Hazard Policies

Policy 11

Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.

NRSP is situated on a natural bluff along the Nissequogue River estuary. As a result, only a small portion of the park is subject to flooding. The Master Plan does not propose any

major structures in the flood zone but does propose the restoration of existing stairs which provide access to the shoreline. All other existing structures proposed to remain are above the mapped flood plain. The 100-year flood elevation of the park is +9.00 above sea level. During this flood stage only a portion of the low-lying areas of the park would be flooded. The landscape areas adjacent to the marina and reservoir would be subject to flooding and would be planted as to withstand periodic inundation.

Policy 12

Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs. Primary dunes will be protected from all encroachments that could impair their natural protective capacity.

The Master Plan recommends protection to minimize damage to natural resources and property from flooding and erosion by protecting the natural bluffs, wetlands, and coastal forested margins of the park. (See also Policy 11).

Maintaining and protecting the forested slopes would help safeguard coastal lands and protect them from erosion. The bluffs are designated as natural protective features to be protected from encroachment or damage from development activities. No development is anticipated in designated Coastal Erosion Hazard Areas. Plans to restore existing shoreline access stairs would be consistent with this policy.

General Policy

Public Access Policies

Policy 19

Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized by the public in accordance with reasonably anticipated public recreation needs and protection of historic and natural resources.

Prior to the transfer of former KPPC land to OPRHP, there had been limited access to the Nissequogue River within the current park boundaries. There is now full public access to the existing marina and shoreline. The shoreline is now continuously accessible from Sunken Meadow State Park to NRSP. In the Master Plan, priority is given to actions which protect existing coastal resources and improve access to existing water-related recreational resources.

Current access to recreational resources at the mouth of the Nissequogue River for boating, fishing, picnicking, and viewing would be retained. Increased connectivity and universal accessibility from other areas of the park to the new Marina Facility is proposed.

The Master Plan focuses on providing vehicular, multi-modal, and pedestrian access to the waterfront park. The Master Plan also proposes to protect the quality of the Park's shorelines while: providing visual access to and from the Nissequgue River; identifying and preserving significant historical and archeological resources; providing water and mainland access to the park; providing day uses and programs that are compatible with the park's environmental and cultural resources; and developing working relationships with other agencies and interest groups that benefit both the park and its visitors.

Policy 20

Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided, and it shall be provided in a manner compatible with adjoining uses. Such land shall be retained in public ownership.

Public trust lands are lands underwater and foreshore lands subject to tidal flow, and the right of public access to such lands is protected. The Master Plan would protect these lands and assure appropriate public access, considering public safety and resource protection. Access to these areas would be maintained and improved. (See also Policy 19).

Recreation Policies

Policy 22

Development, when located adjacent to the shore, will provide for water-related recreation whenever such recreational use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.

The Master Plan proposes to provide water-dependent passive recreational uses while protecting and preserving natural resources. Among the facilities proposed by the Master Plan are a boat launch, fishing area, picnic area, hiking and nature interpretation trails, and a multi-use path for bicycling and pedestrians. (See also Policies 19 and 20).

Proposed recreational components are located adjacent to or on the shoreline when it is deemed feasible according to costs, resource protection, and predicted demand. Therefore, the Master Plan is consistent with this policy.

Historic and Scenic Resources Policies

Policy 23

Protect, enhance, and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the State, its communities or the Nation.

Policy 23A

Protect, restore, and rehabilitate locally significant historic sites Sunken Meadow Park, Caleb Smith State Park, and the Kings Park Psychiatric Center.

Some of the State's most valuable resources are structures or areas with significant historic, archeological, or cultural characteristics. The LWRP does not just stipulate protection and preservation of these resources but also encourages active efforts, when appropriate, to revitalize or restore resources for adaptive reuse. The Master Plan is also subject to review under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law and was developed in consultation with the State Historic Preservation

Office (SHPO). The SHPO's role in the review process is to ensure that effects or impacts on eligible or listed properties are considered and avoided or mitigated during the project planning process.

A Phase 1A report on the historic and archeological resources of the park has been prepared. This report has detailed the extensive history of the park lands and was used to guide the development of the Master Plan and the siting of park components. The Master Plan and Phase 1A report also recommended that Phase 1B archeological testing be performed in areas of the park proposed for development.

Of the former KPPC's existing buildings, only the following are eligible for listing on the State and National Registers of Historic Places: those comprising the Veterans Memorial Hospital Unit (VMHU) which are Buildings 125-130, 132, 136-139, 140, and 144 and those deemed individually eligible which are Building 80 (York Hall) and Building 93. The preceding buildings represent a significant resource to be protected and actively preserved. While demolition in full or in part of any of these buildings would be considered a significant adverse impact, demolition of structures imminently dangerous to public health are exempted. Such a demolition would be subject to a Section 14.09 mitigation process and would receive the due process and procedures assigned to them by these guidelines.

Deteriorated and hazardous buildings currently on the property pose a threat to the future preservation of the site. Many of the buildings proposed to be demolished contain hazardous materials, such as asbestos and lead paint, and are subjected to frequent trespassing and vandalism. These present an immediate danger to trespassers, park staff, and first responders. In addition, the potential for environmental contamination and threat of fire put the entire community at risk.

Throughout the park, there are buildings, roads, and landscaping that are from the former KPPC campus. The locations of these structures have been identified, inventoried, and analyzed for best adaptive reuse in support of future park programming. Additionally, the Master Plan proposes interpretive trails and signage to increase understanding of the site's history. Proposed interpretive materials would include information on the culture and history

of the park and would be used to educate the public about the significance and history of KPPC.

Phase 2B archeological testing will be conducted as required for any new development. Any actions that may impact archeological resources will be further evaluated during consultation with SHPO. Historical structures would be restored, enhanced, or protected according to the guidelines stipulated by the SHPO; and historical and cultural information would be used to educate the public about NRSP's rich history. Therefore, the Master Plan would be consistent with this policy.

Policy 25

Protect, restore, or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the scenic quality of the coastal area.

Policy 25A

Protect, restore, and enhance the natural visual character of the Nissequogue River and adjacent area of the river system as a locally significant scenic and recreational resource.

Policy 25B

Prevent the irreversible modification of the natural geological forms and the removal of vegetation from dunes, bluffs and wetland areas which are significant to the scenic areas of Smithtown.

Policy 25C

Protect the visual quality and enhance access to scenic overlooks in Sunken Meadow State Park and the Kings Park Psychiatric Center.

The Master Plan minimizes visual impacts to preserve the scenic and natural character of the park. Views of the river were considered integral to the health and wellbeing of the patients at KPPC. This legacy is important to uphold in the contemporary identity of the site

as a state park. Scenic overlooks and views to the river have been emphasized in the proposed Master Plan through alignment of circulation approaches with important viewsheds. The Master Plan also proposes the careful clearing of that overgrowth and brush which currently occludes historic views once integral to the site's functions.

Vegetation that is considered a scenic resource would only be removed if it posed an extreme hazard to human safety, was an invasive plant taking dominance of a certain area, or if it was incongruent with historic viewsheds that are integral to the park experience. If vegetation is dead and dying it might be left in place to create habitat for wildlife, especially in the BCA, as long as it poses no hazard to human safety. Existing structures that are scenic resources would continue to be analyzed to ensure modifications adhere to relevant policies. Future structures would be planned and designed to minimize potential impacts to the scenic resources of the park.

Water and Air Resources Policies

Policy 33

Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.

The proposed configuration of the park in the Master Plan would support and enable stormwater to be retained and infiltrated on site as much as possible through the use of best management practices. When possible, new or renovated structures would be equipped with green infrastructure capabilities. Proposed parking areas will use permeable paving, natively planted bioswales, and continuous tree canopy cover where possible. New paved vehicular roads would be paired with best management practices for reducing the velocity and erosive potential of runoff, including the use of vegetated slopes, filter strips, and infiltration trenches.

This plan explores the potential for a grade separated crossing (bridge) that would span across St. Johnland Road. The proposed bridge was designed with an impervious platform. Runoff from the bridge would be directed down the approaches and dispersed to the side slopes. The side slopes of the approach road would be vegetated with native species to

reduce stormwater velocities. The bridge approaches would be built up on earthen slopes. Underneath these slopes, the installation of culverts with velocity reduction features would allow stormwaters to drain naturally into surrounding areas, maintaining the naturally occurring drainage patterns.

The Master Plan proposes two sections of new road. One would be located at the northwest corner of the site to provide universal access to the waterfront bluff and the other at the southern entrance in the site to create a vehicular connection to the active recreation parking area. The side slopes of the roadbeds would be vegetated to reduce the velocity of and disperse stormwater runoff.

Demolitions and removals are proposed for a number of extant structures, as well as a portion of Kings Park Boulevard. There would be ground disturbance and minor vegetation removal associated with the proposed demolitions. Storm events on exposed soil might lead to increased runoff, which would be addressed through the use of best construction management practices such as silt fences and other erosion control methods. Other than the removal of portions of Kings Park Boulevard, no one project will exceed a maximum disturbance of five acres at any one time. Projects in the Master Plan would be subject to the State Pollution Discharge Elimination System (SPDES) General Permit Process. A SWPPP, including sedimentation and erosion controls, would be developed for each individual project. Following demolition and removal, disturbed areas would be restored by creating a smoothly graded surface and seeding with a grass mix. (See Policy 7).

Policy 37

Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.

Policy 37A

New development shall not result in greater than zero percent additional stormwater run-off.

The Master Plan proposes additional best management practices to reduce pollution from stormwater runoff such as organic farming and pest management principles, soil erosion

control practices, and surface drainage control techniques. The latter includes drainage swales at the boat launch wash down area, oil and water separators at the ramp landings, existing and supplemental vegetation to control stormwater velocities, and drainage channels and culverts in all development phases of the park. Implementation of the Master Plan would decrease overall impervious surfaces. (See Policies 7 and 33).

Policy 38

The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

Long Island is designated as having a sole source aquifer. The park is connected to public groundwater. The level of development proposed in the Master Plan would not increase demand enough to affect the groundwater supply. Drinking fountains, children's spray showers, and other small water draws would be connected to the existing infrastructure. Draws proposed within the preferred alternative pose no threat to this water supply. (See Policy 5).

Runoff and storm water drainage to surface waters would be controlled through the use of existing or supplemental planting of vegetation. (See Policies 33 and 37).

Policy 39

The transport, storage, and treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, and important agricultural lands, and scenic resources.

Policy 39A

The existing ash fill at the KPPC shall not be expanded.

The Master Plan does not propose the commercial transport, storage, or treatment of solid wastes or hazardous materials. In addition, the existing ash fill area has been capped as per DEC requirements.

Solid wastes generated as a result of normal park operations would be handled by the use of “least-toxic” methods and materials; the institution of a “carry-in/carry-out” program for park visitors; and the institution of a recycling program for both visitors and park staff. A solid waste disposal program would be developed with the Town of Smithtown. Temporary storage would take place in the park in a designated area within the maintenance yard.

Regarding hazardous wastes, especially those contained in buildings identified for removal or renovation, an inventory and comprehensive disposal plan that complies with all DEC and EPA requirements would be developed for individual projects during implementation of the Master Plan. (See Policy 8).

Policy 44

Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

The shoreline area of NRSP contains a combination of low salt marsh and sandy shoreline supporting aquatic and semi-aquatic vegetation. This tidal wetland has been identified and delineated and is protected under the NYS Tidal Wetlands Act and the NYS Protection of Waters Act. Implementation of individual projects proposed by the Master Plan would require approval from regulatory agencies. The implementation of the Master Plan would guide continued preservation and further enhancement of freshwater and tidal wetland areas.

Most of the park’s wetlands are located within the existing marina area whose proposed improvements are under a separate review. The Master Plan proposes access to the shoreline through the marina, as well as kayak access to the north of the marina, and pedestrian access to the north of the kayak access. The reconstruction of an existing staircase access route would decrease the risk of shoreline erosion via foot traffic down the slope to the shoreline. At the reservoir, strategic access and viewshed management would enhance access to the scenic and historic resource. The watershed leading to the reservoir would be enhanced with green infrastructure and expanded freshwater plantings. The preservation of the day use area, boat launch, roads, and multi-use paths would not affect any federally or state regulated wetlands.

Summary based on the foregoing coastal policy discussion, it is OPRHP's initial determination that the action would not substantially hinder the achievement of any of the policies and purposes of Town of Smithtown.

G. Supplemental Environmental Review

As part of the Agency's responsibility under the State Environmental Quality Review Act, OPRHP would review proposed implementation projects with respect to consistency with this EIS. Projects found by OPRHP to be consistent with the Master Plan and where impacts were adequately addressed in the EIS and Findings Statement can go forward without any additional examination. However, portions of the Master Plan and Environmental Impact Statement are somewhat general or conceptual. Decisions regarding the type and extent of certain actions would be dependent on the findings from site-specific studies or analysis in the field. The findings from these site-specific evaluations may identify impacts that were not adequately addressed in this EIS. Under such a circumstance, an additional or supplemental environmental review would be required. Any proposed additional development would be subject to additional review.

The following types of actions have been identified as likely to require additional review under SEQR:

- Any new actions not addressed within the EIS that do not meet the Type II categories identified in part 617;
- Any change from the preferred alternatives for natural or cultural resource protection, recreational and facility development or other elements of the Plan that would result in significant environmental impacts;
- Any leases, easements, memoranda of understanding, or other agreements between OPRHP and private entities or other agencies that affect resources in a manner that is not sufficiently addressed in this plan
- Any project determined through SHPO review to have an Adverse Impact on historic resources at the park;

- All pedestrian crossings that intersect town-owned roads, the bridge, and any new traffic calming measures
- New parking and vehicle entrances to the park along Old Dock and St. Johnland Roads
- The demolition of Building 93
- Any action that may result in ground disturbance near the ash landfill
- Stabilization measures and construction of stairs on the bluffs
- Agricultural and horticultural uses
- Introduction of equestrian use

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